SOUTHERN PACIFIC COMPANY

LOS ANGELES DIVISION SPECIAL INSTRUCTIONS

No. 2

EFFECTIVE WEDNESDAY, NOVEMBER 15, 1950
AT 12:01 A. M.,
PACIFIC STANDARD TIME
SUPERSEDING SPECIAL INSTRUCTIONS No. 1

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

R. E. HALLAWELL,
General Manager.

E. D. MOODY,
H. R. HUGHES,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

M. S. OLSEN,
Superintendent of Transportation.

H. R. GERNREICH,
Superintendent.

RULE A. All, or portions of, the following rules have been changed. Pasters have been printed covering these changes, and employes must have the pasters in their copy of Book of Rules:

Rules 10 (H)
15
26
99
104 (D)
210
221
271
295
297
705
707
708
763
837

DEFINITION of FIXED SIGNAL is changed to read as follows:

A signal of fixed location indicating a condition affecting the movement of a train, such as train-order, automatic, interlocking or absolute signal; switch, stop boards, yard limit boards or speed boards.

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their location and avoid personal injury.

RULES 1 (A), 2 (A), 3 (A) and 3 (B) are cancelled, and Rules 1, 2 and 3 are amended as follows:

"RULE 1. Standard time, obtained from an authorized observatory, will be transmitted by telegraph daily except Sundays and holidays. Clocks bearing the prescribed sign 'Standard Clock' will be maintained at designated places, as shown in timetable, and employes charged with the duty of receiving time signal must set standard clock to agree with time signal and make record on prescribed form of any variation.

"At enginehouses and other locations of standard clocks where time signal is not received, employe in charge of standard clock must obtain correct time from nearest train-order operator by telephone, during, or after, transmittal of time signal, and set the clock."

"RULE 2. Each of the following employes, and such other employes as may be designated, must carry, while on duty, a reliable railroad grade watch, and must carry a watch certificate, Form CS-2821, which must be presented to an authorized watch inspector for renewal during the month of November of each year:

*Train-Order Operators
*Signal Operators
*Except when assigned in offices where a standard clock is located.
Conductors
Brakemen
Engineers
Firemen
Outside Hostlers
Outside Hostler Helpers
General Yardmasters
Asst. General Yardmasters
Yardmasters
Asst. Yardmasters
Yard-Engine Foremen
Yardmen
Switch Tenders
Herders

"Employes must show their watches and certificates to division officers, authorized watch inspectors and traveling watch inspectors upon request."

"RULE 3. Conductors, yard-engine foremen, engineers and outside hostlers must compare their watches with a standard clock, and conductors and yard-engine foremen must compare time with their engineers, when commencing each day's work; and conductors must compare time with their brakemen, yard-engine foremen with their yardmen, and engineers with their firemen, as soon thereafter as practicable.

"The time when watch is compared with standard clock, and any variation of such watch, if not set to correct time, must be recorded on prescribed form.

"When an additional engine is added to a train en route, engineer of that engine must compare time with the conductor or an engineer of the train.

"When conductors and engineers tie up at a point where there is no standard clock, time must be compared with train-order operator on duty when commencing each day's work. If this cannot be done, time must be compared with conductor or engineer of first available train.

"At train-order offices and interlockings where there is no standard clock, train-order operators and signal operators must, during each tour of duty, compare time with time signal if possible, otherwise with a train-order operator where standard clock is maintained, or time signal is received.

"Watches must be set to correct time if they reflect a variation of more than twenty seconds from correct time when comparison is made as prescribed in this rule."

RULE 10 (J) is revised to read as follows:

"Speed boards will be located to the right of track in direction of approach where practicable, except on double track where trains keep to the left, they will be located to the left if proximity of adjoining main track prevents location to the right.

"Speed boards that prescribe reduction in speed will be located three-fourths mile from initial point of restriction. Speed boards that authorize an increase in speed will be located at the point where higher speed is permissible, and speed may be increased accordingly as soon as rear of train has passed the speed board.

(no change in Figures 1, 2 and 3)

"The higher number on speed board indicates the maximum speed of trains consisting entirely of passenger equipment, and the lower number indicates the maximum speed of all other trains. Where but one number is shown it indicates the maximum speed of all trains.

"Round yellow speed boards indicate by black figures the maximum speed of certain passenger trains designated by special instructions in the timetable or by timetable bulletin; speed indicated by oval white speed boards applies to those trains unless a round yellow speed board is displayed on same post below the oval speed board.

"Certain speed boards have the word 'SIGNAL' above the figures. Such speed boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond the speed board, unless distant signal can plainly be seen to be displaying proceed indication; and such speed boards in approach to a home signal indicate the speed that must not be exceeded while approaching the home signal three-fourths mile beyond the speed board, until indication of home signal can plainly be seen. The word 'SIGNAL' on an oval speed board also applies to a round yellow speed board if displayed on the same post."

Speed boards prescribing an increase in speed will not be installed on branches. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

RULE 17. Oscillating white light on engines so equipped must be operated during stormy weather day and night, foggy weather during daylight hours only and must be operated approaching road crossings at grade both day and night under all conditions.

Oscillating red light on engines so equipped shall be operated by day or night, only when a train has stopped, or is stopping, under circumstances that may cause an adjacent track to be fouled, and will not in any way relieve trainmen or enginemen from compliance with Rules 99 and 102. A train or engine on adjacent track must stop at once, and may proceed only after ascertaining that track is safe for passage of trains.

RULES 17, 17 (B), 17 (C) and S-17. Headlight will be displayed by day on all passenger and freight trains between Chatsworth and Los Angeles, and between Los Angeles and Colton; and on Nos. 94, 95, 98 and 99 between Santa Barbara and Los Angeles, as an aid to motorists. When so displayed the provisions of Rules 17, 17 (B), 17 (C) and S-17 will not apply unless other conditions require.

RULE 19. Classification lamps on rear of DEF and DERS class engines will be considered as marker lamps by day or by night only when such lamps are lighted.

RULE 21 (D). Will not apply to SD&AE engines.

RULE 34. On multiple-unit Diesel engines in freight service, the fireman must not leave the cab while the train is in motion unless authorized by the engineer and unless a member of the train crew is in the cab in a position to communicate with the engineer the indication of signals affecting the movement of train as provided for in Rule 34. If a member of the train crew is not in the cab, and not engaged in other duties, the engineer may signal him to come to the cab by giving two short sounds of the whistle repeated twice (oo oo oo). If a condition arises which necessitates the fireman leaving the cab at a time that a member of the train crew is absent, which cannot await a regular stop of the train, the train must be stopped during the time that the fireman is absent from the cab.

RULE D-152. When moving against current of traffic, or when movement is not protected by block signals, maximum speed of passenger trains 50 MPH, freight and mixed trains and engines 40 MPH, but must not exceed speed restrictions applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

RULE 221. Within block system limits only, third and sixth paragraphs of Rule 221 are modified to the extent that it will no longer be necessary for train to obtain clearance if train-order signal at an open train-order office is first seen in proceed position.

If no orders are held for trains from the same direction, or if orders held are for trains originating only, the operator may clear the signal before train reaches such view-point.

Also, within block system limits only, signal may be cleared for a first-class train for which there are no orders, when orders are held for another train from the same direction, provided such orders do not restrict the train addressed at that station, and further provided that permission is first obtained from train dispatcher. Such permission must not be given if the train to which orders are addressed has passed the last open train-order office.

Last paragraph is changed to read as follows:

"When light is not displayed in a train-order signal at night, day indication of the signal arm will govern, and report must be made from next open office, unless special instructions provide that light will not be displayed."

RULE 281B. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. 1 and 2, must be made with caution.

RULES 281 and 281D. Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. 5, Rule 281; or by light type dwarf signals displaying "Proceed Prepared to Stop at next Home Signal", Fig. 7, Rule 281D, must be made with caution, and position of switches observed.

RULE 505. AUTOMATIC BLOCK SYSTEM

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding until light appears. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track. Further instructions posted inside push button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until switch indicator indicates block clear on opposite track. Within C.T.C. limits dispatcher's permission must also be obtained before lock box door is opened.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "Unlocked".

Lock lever must not be returned to lock position until all movements over the switch are completed, switch returned to normal position and locked. Within C.T.C. limits dispatcher must also be notified by telephone when completed.

When switch indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

Low type electric locks, such as are applied direct to lever of hub type switch stands function as above except that removal of switch lock has the same effect as opening the lock-box door.

After removing lock from staple of electric lock, if indicator on electric switch lock does not indicate "Unlocked", push button on adjacent cast iron box protected with cover and locked with switch lock, should be depressed to illuminate light near push button. After time interval of from four to five minutes indicator on electric switch lock will indicate "Unlocked".

RULE 535. SPRING SWITCHES

Maximum speed for trailing movement when the spring is to be actuated, and maximum speed for facing movement with switch points in normal position, as indicated in speed restrictions tables must not be exceeded.

A spring switch with facing point lock must not be trailed through unless switch target displays the letters "SS" in normal position, or switch has been lined for the movement.

When a signal with triangular number plate protecting a spring switch with facing point lock displays stop indication, member of crew must open and close spring switch by hand, removing any obstruction. If signal does not then display proceed indication, switch must be hand thrown for the movement.

When a spring switch or spring derail is hand thrown, trainman so setting same must again set it for normal position after movement has been completed, unless he has arranged for another trainman to do so.

Trains and engines moving against the current of traffic must not exceed 25 MPH over a spring switch in facing point direction. Unless the movement is protected by a block signal displaying proceed indication, or by a switch-point indicator displaying green aspect, stop must be made before reaching the spring switch and member of crew must examine same and know that points are in proper position for movement and switch locked, before proceeding.

RULE 536. Wheels of tenders must not be considered as engine wheels.

GENERAL REGULATIONS

RULE 821. During sand or dust storms or in foggy weather sound whistle frequently, and display headlight by day and night.

RULE 824. When trains or yard drags are left standing in yards, a sufficient number of brakes must be set to properly secure cars. In Los Angeles yard not less than six brakes at any time must be set when cars are left standing in A, B, C, Bull Ring or Cornfield units, except when less than six cars, when all brakes must be set.

RULE 825. When necessary to cut crossing and a distance of 100 feet on each side cannot be provided, a flagman must protect. Cars must not be left in any position that would in any way intercept the view of an autoist or pedestrian of an approaching train, unless crossing is protected as stated above.

When cars are set out on grade not protected with derails or skids they must be chained to rail.

Fifth and sixth paragraphs are revised to read as follows:

"When empty cars are stored on tracks adjacent to buildings an opening of at least forty feet must be made every five car-lengths.

"Outfit cars must not be left adjacent to oil or gasoline loading or unloading locations, lumber yards, storehouses, warehouses or other buildings. When placed on tracks without fire protection, an opening of at least forty feet must be made every five car-lengths. Diner should not be separated from kitchen car."

RULE 826. When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved, until occupants have been notified, and permission given by foreman or his representative.

RULE 827. Unless otherwise provided, when conditions are favorable and in the judgment of conductor it is safe, freight trains need not stop for train inspection. Where stops are made for other reasons, inspection of trains must be made as often as practicable. When weather conditions restrict visibility, or other conditions require, conductor will designate stops for inspection which in his judgment are necessary.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels, are required to comply with rules and timetable instructions applying to freight trains as they relate to train inspection, and speed restrictions.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

When practicable, trainman must ride rear platform or in rear car on all trains, in position where he can observe fire that might be set from moving train, when passing through wooden lined tunnels and over long, open-decked wood trestles.

Trainmen must remain with their train until it stops on designated track in yards.

RULE 828 is revised to read as follows:

"Speed of freight trains must not exceed eight miles per hour for a distance sufficient to permit running inspection when starting. Trainmen must closely watch to see that brakes are released, and if necessary must signal enginemen to stop if wheels are found sliding. Conductor must promptly mail to the Superintendent a report of flat wheels discovered under cars in his train."

RULE 831 is revised to read as follows:

"Occupied wooden frame outfit cars must be placed next ahead of passenger cars if handled in mixed trains, or next ahead of caboose if handled in freight trains.

"Women and children must not be permitted to ride in outfit cars when moved by freight train. Other occupants of outfit cars must remain inside and not ride on top, sides or between these and other cars during course of road or yard movements."

RULE 832. Wooden underframe cars of any class must be placed next ahead of caboose, except that when handled in the same train with wooden frame outfit cars they must be placed next ahead of the outfit cars.

RULE 836. Cars moved from one station to another ahead of engine on descending grade must be chained to the engine.

RULE 869 is cancelled.

RULE 873. Sanders must not be operated within 150 feet of any power operated switch.

RULE 883. Engines must not be left standing unattended on any track where there is a possibility of their fouling the main track without being secured by a derailer. If no derail in the track on which engine is left standing, the engine must be secured by blocking, rail skid, or by leaving engine coupled to cars on which hand brakes are properly applied.

AIR BRAKE RULES

RULE 3. Brake pipe pressure on Streamliners GOLDEN STATE and SUNSET LIMITED is 110 pounds. When necessary to use steam engine to handle train, such engine must carry 110 pounds brake pipe pressure. High pressure side of air compressor governor must be set for 140 pounds and low pressure side for 130 pounds.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hose on outgoing freight trains at Santa Barbara, Colton and Indio until train is made up and caboose on the train. Coupling the caboose to the rear of the train will be considered as an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which the caboose has been attached, without instructions from the yardmaster, who will see to it that members of the crew are notified in advance.

MISCELLANEOUS

4. Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 320,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

One helper may be placed on head-end, except that not more than one AC class engine, nor more than two engines of other classes may be placed on head-end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction, and when practicable should be placed behind a loaded car.

Helper or doubleheader engines must not be placed on head end of freight trains powered by DEF class engines.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least ten cars.

When four-unit DEF class engines are used in helper service they shall be cut in as near as practicable to the center of tonnage of the train.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

Two Diesel engines, or one Diesel and one steam engine may be coupled when running light, except in territory where doubleheading of engines is restricted in timetable.

4 (a). Pushing trains out of yards:

No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 320,000 pounds on the drivers will not be placed behind steel underframe cabooses except eastward freight trains at Beaumont.

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5. While train is on main track oscillating red light on rear of trains so equipped must be operated continuously by night, and by day when range of vision is impaired by fog, rain, or other adverse condition. Light must be extinguished when train is clear of main track. Red light shall be turned on and turned off by trainmen. Display of red light does not relieve conductors or engineers from providing proper flag protection, or from complying with other rules.

25. Electric hand lamps may be used for displaying white light only, except that yardmen may use electric lamp with green light in giving signals to trains entering or leaving yard tracks during night hours.

29. Movements between SP puzzle switch at UPRR throat, from Mission Road coach yard to switch No. 105, opposite Emergency hospital, Alhambra roundhouse, must be made via Balloon, and all movements in opposite direction must be made via Pocket (UPRR connection), unless arrangements are made between Mission Tower and switchtender at SP puzzle, UPRR throat, or yardmaster Mission Road coach yard in absence of switchtender.

Movements over UPRR tracks between AT&SFRy overhead bridge 2606 feet east of Dayton Ave. Tower (East Bank line) and connection switch Butte St. yard at Santa Fe Ave. 3550 feet west of Butte St. Jct., are governed by UPRR rules, timetable, special instructions, and bulletins.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
A	70	50	30
AC	60	40	25
B	50	35	30
C	40	35	30
DEF-1 (6122 to 6137)	65	50	30
DEF-1 to 6 (6138 to 6339)	55	50	30
DEP	79	70	30
DERS-1 to 12	50	40	40
DERS-200, 201	40	40	40
DES-1 to 8; 100 to 110	40	40	40
DES-200, 201	30	30	30
F	50	40	30
GS	75	50	30
M	50	35	25
Mk-2, 4	40	30	30
Mk-5, 6, 7, 8, 9	50	40	30
Mk-10, 11	35	30	30
MM	35	30	25
Mt	75	50	30
P-1, 3, 4, 5, 6, 11	65	50	30
P-7, 8, 10, 12	75	50	30
S, SE	20	20	20
SP	50	35	30
T-1, 8, 23, 28, 31	50	35	30
T-26, 32, 37, 40	60	40	30
TW	40	30	30
SD&AE: C	40	35	30
Any engine not listed	35	35	25

Steam engines operated in backward motion, and DEF and DEP class engines operated with engineer in other than the lead unit in direction of movement, must not exceed 30 MPH on all curves and 20 MPH when approaching highway or street crossing at grade.

Steam engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity of 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel of any pair of drivers	30 MPH
When engine truck is removed	20 MPH
When main rod only is removed	30 MPH
When side rod only is removed	30 MPH
When both main and side rods are removed	20 MPH

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train-order designating maximum speed is issued.

Maximum speed of trains handling dead engines of S or SE class 20 MPH; other steam engines 30 MPH; and Diesel engines the speed shown for same engine running forward light.

When an S or SE class and a road engine in charge of one messenger are moved dead in train, a steel underframe freight car will be placed between them, and S or SE class entrained with tender ahead.

Dead engine of 150,000 pounds or over on drivers should be placed from 10 to 15 cars behind road engine, but with any cars to set out en route ahead of dead engine. If dead engine weighs less than 150,000 pounds on drivers, it should be placed near rear of train. Road engines to be headed in direction of movement when possible.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

When train-order is received indicating that main track is out of service and that trains are to be detoured through a siding or other track, or over a shoofly, necessitating a reduction in normal train speed, signal 16(f) must be sounded on passenger trains one mile before reaching point where train must reduce speed, which must be acknowledged by whistle signal 14(g).

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Cars and loads with height, width or weight greater than maximum shown in Line Clearance Circular (when movement is authorized)	40	25
Twin or multiple loads	40	25
Scale test cars	40	30
Cars with arch-bar trucks	40	30
Steel pile-drivers	40*	30*
Relief outfits with steam derrick, except:	35*	25*
(Relief outfits 7014 and 7025 must not be operated on any branch, except may be operated on Santa Paula Branch provided an empty 50-foot car is placed between crane and engine; and may be operated on San Pedro Branch to MP 504; on Santa Ana Branch to MP 492; and on Burbank Branch between Burbank and Canoga Park).		
Power shovel on own wheels	35*	25*
Ditchers on own wheels, except:	35*	25*
SPMW-4044	25*	25*
Car-top ditchers, if blocking and tie-down cables are removed	35*	25*
K&J, Western, and Oliver, pedestal or center-hinged air-dump cars	35*	25*
Locomotive cranes:		
With boom disconnected, heavy end forward	35*	25*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward	25*	15
Rotary snow plows	25	15

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed boards.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Baggage-express cars SP-5810 to 5874, incl.	60	50
Foreign steel-wheel cars not equipped with high speed trucks	60	50
Trains handling not more than three wooden underframe passenger carrying cars	50*	50*
Trains handling more than three wooden underframe passenger carrying cars	40*	40*
Trains of deadhead equipment, with caboose	50	..
Passenger trains, with caboose	50	
Engine and caboose only, except: must not exceed speed for same engine running forward light.	..	50
Engine, flanger and caboose only, except:	..	40
On curves	..	30
Logs loaded on flat or logging cars, except:	..	25
On curves	..	20
Through truss bridges, tunnels, and passing stations	..	15
Trains handling beets loaded in rack equipped flat cars	..	40

*Wooden underframe passenger carrying cars must not be handled in regular passenger trains. When handled in other than regular passenger trains they must be kept together and handled on the rear.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

RULE 10 (J). Round yellow speed boards apply to Nos. 94, 95, 98, and 99 handling streamlined cars only with DEP, GS, Mt, P-7, 8, 10 or 12 class engines.

Speed boards to left of track:

Eastward at MP 398.47 reading 65-50.

Westward at MP 440.90 reading 60-40.

Westward at MP 462.40 reading 75-70-50.

RULE 14 (d). As specified below, — — — — o sounds will be indication that flagman may return from west:

Saugus	on Santa Paula Branch.
Burbank Jct.	on Northridge line.
Burbank	on Burbank Branch.

RULE 14 (e). As specified below, — — — — — — sounds will be indication that flagman may return from east:

Ventura Jct.	on Ojai Branch.
Montalvo	on Santa Paula Branch.
Chatsworth	on Burbank Branch.

RULE 14 (m). Whistle will not be sounded one mile before reaching stations between Los Angeles and Burbank Jct.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

West MP		East MP
369.16	Santa Barbara	373.71
397.13	Ventura	399.45
	" (Ojai Br.)	398.16
406.61	Oxnard	409.12
462.32	Los Angeles (Coast line)	
471.20	" (Saugus-Alhambra line)	488.69
466.19	" (Burbank Br.)	
	" (Pasadena Br.)	488.24
	" (San Pedro Br.)	489.90
	" (Santa Ana Br.)	489.99
403.25	Montalvo (Santa Paula Br.)	404.83
423.54	Fillmore	425.62
412.57	Santa Paula	416.53
449.37	Saugus	451.64
448.17	" (Santa Paula Br.)	

Yard limit boards located to left of track:

Eastward on San Joaquin Division, Burbank Jct. at MP 471.20.

Santa Barbara. Eastward trains must receive proceed signal from yardman, green flag or green light, before entering any yard track.

Los Angeles. Flashing white light signal on mast of signal instrument case on drill track just west of Fletcher Drive, normally dark. Trains on drill track remain west of Fletcher Drive until flashing white light signal received to enter Los Angeles yard.

Westward trains, before entering "A" unit, Los Angeles Yard must not foul adjacent track until proceed signal is received from switchtender.

Westward trains leaving the yard via westward or eastward freight leads will stop to clear adjacent track at west end of "A" unit unless proceed signal is received from switchtender, green flag by day, green light by night.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

Los Angeles—AT&SFRy industrial track over Gladding McBean spur, Wilson spur, and Eureka Supply spur.

Van Nuys—PERy (Must not exceed 8 MPH).

RULE 99 (C). Will apply on Santa Paula Branch.

RULE 103 (A). Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Limoneria spur at Limco—Telegraph road on spur.

Santa Barbara. Rear brakeman on westward trains stopped with rear car near Helena St. must remain behind train to protect traffic while slack is being taken in starting train. After starting train must move slowly until proceed signal is received, to permit brakeman to entrain.

Camarillo. Automatic crossing gates on Highway 101 will remain down in stop position for highway traffic when track circuit is occupied fifty feet either side of crossing on SP Mill track, House track, and siding.

If crossing is cut on main track or siding forward portion of train, or portion of train to be moved in coupling crossing, must be placed not less than 100 feet beyond crossing. Recoupling to be made at slow speed to allow sufficient time for gates to operate (10 seconds) before fouling crossing with engine or cars.

Engines or cars approaching crossing on SP Mill or House track must allow sufficient time for gates to operate (10 seconds) after entering gate circuit before fouling crossing with engine or cars.

Manual operation of automatic gates may be accomplished by use of switch key in place provided on sidewalk side of either gate standard. Such operation will hold gates in lowered position for a period of two minutes, after which they will automatically raise unless other operating circuits are occupied.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

Edison spur, MP 446.2 (Santa Paula Br.) Over Telegraph road.

(Movements to be made only during daylight hours.)

Industrial. . Over Fletcher Drive on Van de Kamp spur.

RULE 104. The normal position of rigid switches at junction points is as follows:

Ventura Jct.	Ojai Br., for Ventura line.
Montalvo	Santa Paula Br., for M.O.D. spur.
Chatsworth	Burbank Br., for siding.
North Hollywood	Burbank Br., for PERy main track.
MP 459.9	Burbank Br., for PERy main track.
Burbank	Burbank Br., for drill track.
Saugus	Santa Paula Br., for westward siding.
Ventura	Inside crossover switch west end team track, must be left lined for the straight track.

Derails in main track:

Ventura Jct. 250 feet east of junction switch on Ojai Branch.

Ojai—6 feet west of initial switch.

Montalvo—238 feet west of switch to M.O.D. track on Santa Paula Branch.

RULE 107. When westward passenger train is standing at Glendale, eastward passenger train must not make station stop until westward passenger train has cleared the station.

Station train indicator at MP 476.40 will display red light illuminating the word "Train" when westward track at station at Glendale is occupied; and white light illuminating the word "Clear" when westward track at station at Glendale is unoccupied. When necessary to stop, stop must be made 500 feet west of Los Feliz Blvd., to permit gateman to release highway traffic.

RULE 505. AUTOMATIC BLOCK SYSTEM

Eastward trains leaving end of double track from westward main track at East Santa Barbara will be governed by Signal P-3720.

Push buttons and lights on signals at east end of sidings at Ortega, Oxnard and Camarillo and at west end of sidings at Camarillo and Hasson, may be used to clear signals for a reverse movement on main track.

RULE 510. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-3720	Spring switch, end double track, Santa Barbara	P-3721
P-3722	Spring switch, east end freight lead, Santa Barbara	P-3741
P-3774 P-3776	Spring switch, east end siding, Ortega	P-3775
P-3844	Slide detector fence, MP 385.1	P-3853
P-3868	Slide detector fence, MP 387.1—MP 387.8	P-3885
P-4086 P-4088	Spring switch, east end siding, Oxnard	P-4089
P-4170 P-4172	Spring switch, east end siding, Camarillo	P-4173
	Spring switch, east end siding, Moorpark	P-4275
	Spring switch, east end siding, Hasson	P-4411
P-4452	Spring switch, west end siding, Chatsworth	

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
East Santa Barbara	End of double track	Westward track
East Santa Barbara	East end freight lead	Main track
Ortega	East switch of siding	Main track
Oxnard	East switch of siding	Main track
Camarillo	East switch of siding	Main track
Moorpark	East switch of siding	Main track
Hasson	East switch of siding	Main track
Chatsworth	West switch of siding	Main track

RULE 605. INTERLOCKING

Burbank Jct. Tower.

To siding, o o o o o.

To industrial lead, o — o.

Upper unit of three-unit interlocking signal at east interlocking limit on westward main track governs movement on main track to Mojave Subdivision. Center unit governs movement through crossover to Ventura Subdivision. Lower unit governs movement to Valley siding and Coast siding.

Upper unit of two-unit semi-automatic signal at west interlocking limit governs movement to eastward main track. Lower unit governs movement against current of traffic through interlocking limit, and also to General Water Heater spur.

Westward freight trains of over 30 cars, except CMW and VMW, must stop before fouling Providencia Ave., Burbank, (MP 472.5), unless Signal 4723 displays green aspect, cutting crossings if blocked by train. Forward brakeman must go to telephone opposite Signal 4724 and communicate with signal operator Burbank Jct. Tower. If signal inoperative and authorized by signal operator to proceed, comply with Rule 509 or 509 (F) as the case may be.

Glendale Tower.

Eastward freight trains held at Glendale Tower, and having Los Feliz Boulevard crossing cut, will, after receiving "Proceed" interlocking signal, couple up the crossing and during coupling operation may expect Glendale Tower to permit traffic, including Pacific Electric cars, to cross the tracks. As soon as train is recoupled and air pumped up, engineer will sound whistle. Glendale towerman will then place interlocking signal in "Proceed" position.

Dayton Ave. Tower. To Glendale or East Bank line, —.

To River Station Tower or "C" unit, o o o o o.

To Midway unit No. 1 track, o — o; other tracks or freight lead, — o —.

For movement against current of traffic, — o o o o.

One long blast of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Special signals on masts of interlocking signals which govern movements from "C" unit, are normally dark, but when displaying flashing yellow light will authorize a train or engine, after stopping, to pass the interlocking signal at stop, and move with caution to the next interlocking signal, expecting to find the block occupied.

Mission Tower. To LAUPT, o —.

To Alhambra or Naud Jct., east or west on East Bank line, —.

To Roundhouse, — o — o.

To River Station Tower or AO spur, o o o o o.

To Brewery spur or Lacy Manufacturing Co., o o o —.

To Coach yard, o o o o —.

To Wilson Packing Co. lead, — o —.

To or from East Bank line or Alhambra, o — o o.

To Alhambra Ave. Coach yard lead, o o — o.

To Naud Jct. from East Bank line, o o — o o.

Against current of traffic, — o o o o.

Following addition to Rule 663 (b) applies at Mission Tower, "Upon receiving oral authority of signal operator or signal maintainer."

Signs bearing words "Clearing Section" located as follows:

200 feet west of Signal Bridge No. 3 on the East Bank line.

200 feet west of signal on eastward passenger track from East Bank line to LAUPT via Alhambra Ave.

200 feet east of first signal east of UPRR crossing on westward Alhambra Ave. main tracks.

200 feet east of first signal leaving Coach yard.

Trains or engines stopped by these signals will stop with head end between "Clearing Section" sign and signal, except, freight trains or switching drags only on East Bank line will remain west of Main Street when stopped by signal.

One long blast of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	4256	Moorpark	Proceed to east end siding.
S	4256	Moorpark	Enter siding.
M	4285	Moorpark	Proceed to west end siding.
S	4285	Moorpark	Enter siding.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK SYSTEM

MP 460.72—North Hollywood

Absolute-Permissive Block System between MP 460.72 and North Hollywood, Burbank Branch.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at lower end of siding at Ortega.

When necessary to leave cars on this siding, permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from this siding must remove rail skid and return it to proper post and lock it in place with switch lock.

Santa Barbara—Cars placed on passenger station house track must be protected with skid. When skids are not in use they must be returned to proper location.

Cars must not be left standing on tracks within 100 feet of the following intersections at Burbank: Burbank Boulevard, Magnolia Ave., Olive Ave., Verdugo Ave., Alameda Ave., except cars may be spotted for service at Supermatic Products Corp., S. E. corner of Verdugo Ave. and SP tracks; Andrew Jergens Soap Co., S. W. corner of Verdugo Ave. and SP tracks; W. E. Kier Construction Co., N. E corner Alameda Ave. and SP tracks; on Team Track, most northerly track crossing Olive Avenue.

When necessary to double to Hasson, after first portion of train is secured with hand brakes, member of crew must remain with first cut while return for second cut is being made.

RULE 827. Regular passenger trains making station stop at Santa Barbara will approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make running inspection, then walk length of train on opposite side, making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

At Santa Barbara, brakemen called for extra sections of first-class schedules and extra passenger trains will station themselves to make running inspection both sides of train as train arrives. Forward brakeman then walk forward on station side making standing inspection.

Trainmen must not ride on top of train while passing through Tunnel 26 between Hasson and Chatsworth.

On freight trains between Saugus and Montalvo; Ventura Jct. and Ojai; and Burbank and Chatsworth via Van Nuys, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

RULE 829. Oxnard city ordinance requires that highway or streets within the city limits must not be obstructed for longer than five minutes.

RULE 874. Tank heaters on engines must be turned off on eastward trains at Station One Mile board west of Hasson; and on westward trains at Chatsworth.

AIR BRAKE RULES

PASSENGER TRAINS

RULE 38. Rear end air test need not be made at Santa Barbara on through trains if continuity of brake pipe is not disturbed. Incoming engineer will apply brakes when stop is made, and outgoing engineer will release them. Running test must be made immediately after leaving terminal.

RULE 39. Running test must be made immediately after leaving Los Angeles terminal.

MISCELLANEOUS

1. Water supply at Ventura, Moorpark and Chatsworth for emergency only. Take only sufficient water at Moorpark to make Chatsworth or Oxnard. Eastward freight trains taking water at Santa Paula stop west of Tenth St. (at station) and cut off engine to take water. Freight trains taking water at Chatsworth must not block Devonshire Ave. crossing.

4. When one helper is used it must be placed next ahead of caboose and any cars of wooden frame construction. When second helper is used it must be placed not less than 15 cars ahead of first helper.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
DEP, DEF, Mk, Mt, GS, F, SP, MM, AC, P-8, 10, 12, T-40	Santa Barbara—In old yard; Caboose track; Swamp; team track behind freight house.
"	Summerland—House track.
"	Ortega—Oil spur beyond 800 feet from switch.
"	Carpinteria—Outfit spur.
"	Ventura Jct.—Associated Oil spur.
"	Ventura—Peoples Lbr. Co. spur; Standard Oil spur; Citizens Mill & Lbr. spur.
"	Oxnard—In yard of American Crystal Sugar Co.; beyond following points: Tracks 1 and 2, opposite scale house; Track 7, first switch at scale house; Tracks 8 and 9, 175 feet beyond switch between such tracks; Tracks 18 and 19, one engine length beyond first crossover between such tracks; Tracks 20, 21 and 22. Also, no engine permitted to use crossover between Tracks 19 and 20.
All engines	Oxnard—Track 3 at American Crystal Sugar Co.
DEP, DEF, Mk, Mt, GS, F, SP, MM, AC, P-8, 10, 12, T-40	Leesdale—Team track, beyond fouling point.
"	Simi—Spur.
DEP, DEF, M-8 to 10, T-1, 8, 9, 26, 32 to 58, P-6 to 12, C-18, 19, TW-4, 6, A, Mk-7 to 11, Mt, F, GS, SP	Raymer—G.M. Tracks 4, 5, 6 and 7.
All engines (and cars)	North Hollywood—House track east of derail.
AC, SP, Mt, GS, P-8, 10, 12, T-40	Limoneria—Spur.
DERS-2	Santa Paula Branch—Siding at Cavin, side tracks at Burkhorn, Sespe, Haines.

Ventura Jct. AC class engines may use Ojai Branch between Ventura Jct. and MP 398, including Hobson spur and Water spur.

Oxnard. Road crossing 1670 feet east of west switch, Track 20 at American Crystal Sugar Co. must be kept clear.

Derails on either side of Fifth St. on drill track must not be kept lined for movement, nor track between them occupied longer than necessary, to prevent excessive operation of crossing signal.

Chatsworth. All classes may use Burbank Branch from Chatsworth to 1000 feet from junction switch.

Raymer. Derail on G. M. track 7 electrically locked. Fisher Body Plant Protection Dept. must be notified so that derail may be released and ready to be thrown.

Engines weighing over 200,000 pounds on drivers must not be double-headed on Santa Paula Branch.

Engines equipped with pilot plow, except Mt, and GS class, are prohibited from entering LAUPT, account impaired platform clearance.

Watch for falling rocks between MP 384.75 and MP 385.25 (between Wave and Punta) and be prepared to stop if material observed falling from bluff.

High water may be anticipated at Bridge 427.40, one-half mile west of Cavin on Santa Paula Branch. Approach with caution, looking out for obstructions on track, and stopping if necessary to make examination before passing over.

Load limit (car and contents):

Santa Barbara-Los Angeles	251,000 pounds
Ventura Jct.-Ojai	169,000 pounds
Montalvo-Saugus	210,000 pounds
Chatsworth-Burbank via Van Nuys	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
396.61	West of Ventura Jct.	N. Fork Ventura River, bridge	Side
396.87	West of Ventura Jct.	Ventura River bridge	Side
408.0	Oxnard	Water column	Side
441.2	East of Hasson	Tunnel 26	Overhead
442.9	East of Hasson	Tunnel 27	Overhead
443.9	East of Hasson	Tunnel 28	Overhead
415.0	Santa Paula	Water tank	Side
415.4	East of Santa Paula	Santa Paula River bridge	Side
423.0	West of Fillmore	Sespe Creek bridge	Overhead & side
432.2	East of Piru	Piru Creek bridge	Overhead & side

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

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All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	Streamlined MORNING DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	◆FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	B	1	2	3	4
EASTWARD, SANTA BARBARA TO LOS ANGELES:					
MP MP					
★368.70 to 372.27 (city limits)	20	20	20	20	20*
372.27 to 383.66	50	50	50	50	30
383.66 to 387.70 (curves)	45	45	45	45	30
387.70 to 389.84	65	65	50	50	30
389.84 to 390.84 (curves)	60	60	50	50	30
390.84 to 391.23 (curve)	45	45	45	45	30
391.23 to 396.66	65	65	50	50	30
396.66 to 397.08 (curve)	45	45	30	30	25
★397.08 to 398.20 (Ventura)	25	25	20	20	20
398.20 to 399.60	65	65	50	50	30
399.60 to 402.10	75	70	50	50	30
402.10 to 403.25 (curve)	55	55	50	50	30
403.25 to 403.45 (curve)	50	50	50	50	30
403.45 to 405.27	65	65	50	50	30
405.27 to 405.66 (curve)	55	55	50	50	30
405.66 to 407.23	75	65	50	50	30
407.23 to 408.08 (Oxnard)	25	25	25	25	20
408.08 to 414.85	75	70	50	50	30
414.85 to 415.36 (curve)	60	60	50	50	30
415.36 to 418.00	75	70	50	50	30
418.00 to 429.45	65	65	50	50	30
429.45 to 429.82 (curve)	55	55	50	50	30
429.82 to 431.81	65	60	50	50	30
431.81 to 432.20 (curve)	60	60	50	50	30
432.20 to 434.35	65	65	50	50	30
434.35 to 437.80	70	70	50	50	30
437.80 to 440.90	60	60	40	40	30
440.90 to 444.39 (curves)	40	40	30	30	20
444.39 to 462.38	75	70	50	50	30
462.38 to 462.61 (471.49) (Burbank Jct.)	40	40	30	30	20
471.49 to 477.34 (Glendale Tower)	50	50	35	35	30
477.34 to 480.60 (Dayton Ave. Tower)	40	40	25	25	20
480.60 to 481.67	20	20	20	20	20
★481.67 to 481.69 (North Main St.)	15	15	15	15	15
481.69 to 481.90 (East Bank Jct.)	20	20	20	20	20
481.90 to 482.80 (Los Angeles)	10	10	10	10	10

TERRITORY	Streamlined MORNING DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	◆FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	B	1	2	3	4
WESTWARD, LOS ANGELES TO SANTA BARBARA:					
MP MP					
482.80 to 481.90 (East Bank Jct.)	10	10	10	10	10
481.90 to 481.69	20	20	20	20	20
★481.69 to 481.67 (North Main St.)	15	15	15	15	15
481.67 to 480.60 (Dayton Ave. Tower)	20	20	20	20	20
480.60 to 477.34 (Glendale Tower)	40	40	25	25	20
477.34 to 471.49 (462.61) (Burbank Jct.)	50	50	40	40	30
Thru crossover east of tower	30	30	25	25	25
S. J. Div'n trains thru interlocking	35	35	35	35	30
462.61 to 462.38	35	35	30	30	25
462.38 to 444.39	75	70	50	50	30
444.39 to 440.90 (curves)	40	40	30	30	20
440.90 to 437.80	60	60	40	40	30
437.80 to 434.35	70	70	50	50	30
434.35 to 432.20	65	65	50	50	30
432.20 to 431.81 (curve)	60	60	50	50	30
431.81 to 429.82	65	60	50	50	30
429.82 to 429.45 (curve)	55	55	50	50	30
429.45 to 418.00	65	65	50	50	30
418.00 to 415.36	75	70	50	50	30
415.36 to 414.85 (curve)	60	60	50	50	30
414.85 to 408.08	75	70	50	50	30
408.08 to 407.23 (Oxnard)	25	25	25	25	20
407.23 to 405.66	75	65	50	50	30
405.66 to 405.27 (curve)	55	55	50	50	30
405.27 to 403.45	65	65	50	50	30
403.45 to 403.25 (curve)	50	50	50	50	30
403.25 to 402.10 (curve)	55	55	50	50	30
402.10 to 399.60	75	70	50	50	30
399.60 to 398.20	65	65	50	50	30
★398.20 to 397.08 (Ventura)	25	25	20	20	20
397.08 to 396.66 (curve)	45	45	30	30	30
396.66 to 391.23	65	65	50	50	30
391.23 to 390.84 (curve)	45	45	45	45	25
390.84 to 389.84 (curves)	60	60	50	50	30
389.84 to 387.70	65	65	50	50	30
387.70 to 383.66 (curves)	45	45	45	45	30
383.66 to 372.27	50	50	50	50	30
★372.27 to 368.70 (Santa Barbara)	20	20	20	20	20

***See Rule 536.**

★Regulated by City ordinance.

When electro-pneumatic brakes are inoperative, maximum speed of 75 MPH shown in Column B, and permissible speed as indicated on round yellow SIGNAL speed boards, must be reduced by 5 MPH.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 373 and 374 when those trains consist entirely of passenger equipment, or cars with steel wheels, including box cars with steel wheels and caboose with steel wheels, except that maximum of 60 MPH must not be exceeded at any point.

◆RESTRICTED CARS are listed on page 7 under "Maximum Speed Permitted with Certain Equipment," and trains handling must not exceed maximum of 40 MPH.

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All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
MP MP Column:	1	2	3	4
EASTWARD, VENTURA JCT. TO OJAI:				
★397.30 to 398.29 (city limits)	10	10	10	10
398.29 to 407.00	25	20	20	20
407.00 to 408.00	10	10	10	10
408.00 to 412.30	25	20	20	20
EASTWARD, MONTALVO TO SAUGUS:				
403.20 to 412.80	30	25	25	25
★412.80 to 415.30 (Santa Paula)	15	15	15	15
415.30 to 431.62	30	25	25	25
431.62 to 438.10	25	20	20	15
438.10 to 439.05	30	25	25	25
439.05 to 439.41	25	20	20	15
439.41 to 440.93	30	25	25	25
440.93 to 441.96	25	20	20	15
441.96 to 444.20	30	25	25	25
444.20 to 444.84	30	20	20	20
444.84 to 446.16	30	25	25	25
446.16 to 446.20 (bridge)	25	25	25	25
446.20 to 448.70	30	25	25	25
EASTWARD, CHATSWORTH TO BURBANK VIA VAN NUYS:				
445.50 to 457.39	25	25	25	25
457.39 to 457.41 (Sepulveda Blvd.)	10	10	10	10
457.41 to 466.80	25	25	25	25

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
MP MP Column:	1	2	3	4
WESTWARD, OJAI TO VENTURA JCT.:				
412.30 to 408.00	25	20	20	20
408.00 to 407.00	10	10	10	10
407.00 to 398.29	25	20	20	20
★398.29 to 397.30 (city limits)	10	10	10	10
WESTWARD, SAUGUS TO MONTALVO:				
448.70 to 446.20	30	25	25	25
446.20 to 446.16 (bridge)	25	25	25	25
446.16 to 444.84	30	25	25	25
444.84 to 444.20	30	20	20	20
444.20 to 441.96	30	25	25	25
441.96 to 440.93	25	20	20	15
440.93 to 439.41	30	25	25	25
439.41 to 439.05	25	20	20	15
439.05 to 438.10	30	25	25	25
438.10 to 431.62	25	20	20	15
431.62 to 415.30	30	25	25	25
★415.30 to 412.80	15	15	15	15
412.80 to 403.20	30	25	25	25
WESTWARD, BURBANK TO CHATSWORTH VIA VAN NUYS:				
466.80 to 457.41	25	25	25	25
457.41 to 457.39 (Sepulveda Blvd.)	10	10	10	10
457.39 to 445.50	25	25	25	25

★Regulated by City ordinance.

Trains with class of engine shown below are further restricted between points shown, as follows:

	OJAI BRANCH			SANTA PAULA BRANCH			BURBANK BRANCH
	MP 397.30 and MP 403.30	MP 403.30 and MP 408.00	MP 408.00 and MP 412.30	MP 403.20 and MP 440.00	MP 440.00 and MP 443.80	MP 443.80 and MP 448.70	MP 445.50 and MP 466.80
A-3, 6	15	10	15	15	10	15	15
DES-100 to 109	..	..	..	..	20	..	..
DES-101	..	..	..	20	..	20	20
F-3, 4, 5	..	..	..	20	15	20	..
GS-1 to 5	..	..	..	..	20	..	..
GS-6	..	..	..	20	15	20	..
Mk-7, 8, 9	..	..	..	..	20	..	..
Mt-2	..	..	..	15	10	15	..
Mt-1, 3, 4, 5	..	..	..	20	15	20	..
P-1, 3	..	15	..	20	15	20	20
P-4	..	15	..	20	15	20	..
P-8, 10	..	..	..	15	15	15	..
P-12	..	..	..	20	15	20	..
SP	..	..	..	15	15	15	..
T-23, 28, 31	..	..	..	..	20	..	..
T-40	..	..	..	20	15	20	..

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
Through all sidings, yard tracks and other tracks with engine running backward	10
Raymer, GM track 6, on curve	10
On Limoneria spur, Limco, on tangent running forward	25
" " on tangent backing	20
" " on curves	10
On VC yard tracks, Oxnard, when shoving	10

SPECIAL INSTRUCTIONS—VENTURA SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Los Angeles and Santa Barbara—Via Oxnard	Saugus to Montalvo	Montalvo to Saugus	Ventura Jct. to Ojai	Burbank to Chatsworth Via Burbank Branch	Ojai to Ventura Jct. Chatsworth to Burbank Via Burbank Branch
DEP-3	6017	4600	....	....	....	....	....
DEP-4, 7	6000 to 6004 and 6018	4600	....	....	....	....	....
DEP-5, 6	6005 to 6016	....	....	....	....	....	....
DEP-8	6019 to 6022	....	....	....	....	....	....
DEF-1	6122 to 6137	10250	....	....	....	....	....
DEF-1, 2	6138 to 6179	①12800	....	....	....	....	....
DEF-3, 4, 5, 6	6180 to 6339	15800	....	....	....	....	....
DERS-2, 4 to 9, 11	5203 to 5249, 5501 and 5502	4300	10000	4350	1650	5200	10000
DES-1 to 8	1000 to 1032	1320	8000	1700	700	1000	8000
DES-100 to 109	1300 to 1441	2050	8000	2200	850	1550	8000
M-4	1617 to 1713	1700	5300	1800	570	1300	5300
M-6, 8	1721 to 1803, 1824 and 1825	2150	6200	2140	700	1550	6200
M-9	1804 to 1822, 1826 to 1830 and 1836	2250	6550	2270	760	1650	6550
M-11	1832 to 1835	2350	6800	2370	790	1700	6800
T-1	2248 and 2252	1500	4500	1550	490	1100	4500
T-8	2178	1050	3250	1090	320	770	3250
T-23	2301 to 2310	2250	6500	2240	730	1600	6500
T-26	2296 and 2299	1900	5700	1950	610	1400	5700
T-28, 31	2312 to 2362	2450	7150	2480	820	1800	7150
T-32	2363 to 2370, 2372 to 2384	2450	7250	2520	830	1830	7250
T-40	2371	2450	②7250	②2520	....	....	....
T-37	2105 and 2106	2200	6500	2250	740	1630	6500
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	1950	5900	1980	590	1410	5900
P-1	2403, 2405 to 2407 and 2415	2050	6150	2080	620	1480	6150
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	2250	6450	2180	660	1560	6450
P-6	2453, 2454 and 2458	2500	7250	2480	....	....	....
P-7	2476 and 2477	2650	7700	2660	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	2750	②8050	②2720	....	....	....
P-8, 10	2475, 2484 to 2491	2850	②8500	②2880	....	....	....
P-11	3104 and 3109	2150	6300	2150	660	1540	6300
P-12	3120 to 3129	2950	②8500	②2870	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	2700	7800	2700	910	1980	7800
C-18	3400 to 3409	2500	7200	2530	870	1850	7200
C-19	3410 to 3426	2600	7500	2630	890	1920	7500
TW-1	2900 to 2913	2050	6000	2090	700	1520	6000
TW-2, 3	2937 to 2952	1650	4800	1670	540	1200	4800
TW-8	2914 to 2923	2250	6600	2300	770	1680	6600
A-3	3025 and 3057	1600	4900	1620	440	1140	4900
A-6	3000 and 3002	1850	5700	1900	560	1350	5700
Mk-2, 4	3201 to 3240	3200	③8850	③3050	③1120	③2500	③8850
Mk-5, 6	3241 to 3277	3500	③10000	③3470	....	....	....
Mk-7, 8, 9	3300 to 3324	3750	②10900	②3830	....	....	....
Mk-10	3295	2900	8400	2960	....	....	....
Mk-11	3297 and 3298	2800	8050	2840	....	....	....
F-1	3611 to 3652	3950	②11300	②3950			
F-3, 4, 5	3653 to 3769	4900	②13700	②4900			
MM-3	3930 and 3931	5300	②15100	②5290			
AC-4, 5	4100 to 4125	6900	②20500	②7230			
AC-6 to 12	3800 to 3811, 4126 to 4294	7300	....	....			
Mt-1, 3, 4, 5	4300 to 4376	3850	②10700	②3670			
Mt-2	4385 to 4390	3900	②11500	②3990			
GS-1, 2	4401 to 4415	3950	②11500	②3880			
GS-3, 4, 5, 6	4416 to 4469	4100	②12100	②4090			
SP-1, 2, 3	5000 to 5048	5500	②19400	②5390			

①Applies eastward only; rating westward is 14100.

②Exception: Permitted to operate in emergency only.

③Exception: Mk class other than Engs. 3201, 3203 to 3206, 3213, 3224, 3227, 3229, 3236, 3237, 3241, 3247, 3251, 3253, 3255, 3259, 3266 and 3272 permitted to operate in emergency only.

In figuring tonnage of train, add 6 Ms for each empty car or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms; except from Burbank to Chatsworth via Burbank Branch and Ventura Jct. to Ojai, add 3 Ms for each such car of 55 Ms or less.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 10. Between Grand Terrace and Colton, signals must be placed on the right, facing westward.

RULE 10 (J). Speed boards to left of track:

Eastward	Reading	Westward	Reading
MP 513.05	40	493.70	75-70-40
514.80	75-70-50		

Round yellow speed boards indicate the speed restrictions applying to Streamliners GOLDEN STATE and SUNSET LIMITED with DEP class engine only.

RULE 14 (e). As specified below, — — — — sounds will be indication that flagman may return from east:

Alhambra	on Pasadena Branch.
Pomona	on Chino Branch.
Colton	on Riverside Branch.

RULE 14 (m). Whistle will not be sounded one mile before reaching stations between Los Angeles and Alhambra.

RULE 21 (C). Indicators on extra trains will be displayed during time train is in Colton yard.

RULE 26. Colton: Special signal at each end PFE tracks 5, 6 and 7, and at switch to spur, governing movements on those tracks as follows:

Blue: Track may be entered, but cars must not be coupled to, or moved.
Yellow: Proceed with caution.
Red: Must not enter PFE shed.
Not lighted: General foreman of ice plant must be contacted for instructions before entering tracks.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

West MP		East MP
462.32	Los Angeles (Coast line)	
471.20	" (Saugus-Alhambra line)	488.69
466.19	" (Burbank Br.)	
	" (Pasadena Br.)	488.24
	" (San Pedro Br.)	489.90
	" (Santa Ana Br.)	489.99
512.54	Pomona	515.71
	" (Chino Br.)	516.10
536.51	Colton	541.14
	" (Riverside Br.)	540.70
544.85	Riverside	
551.00	Crafton	

Yard limit boards located to left of track:
Westward at Colton.

First-class trains must move with caution between absolute signals MP 538.52 and MP 539.82, Colton, expecting to find main track occupied. Flag protection to the rear will not be required of such trains standing between these points except that flagman must take position not less than thirty feet behind rear of train, whether carrying passengers or not, and display stop signals to any following train.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

Los Angeles—AT&SFRy industrial track over Gladding McBean spur, Wilson spur, and Eureka Supply spur.
Pasadena Br.—AT&SFRy at MP 491.2.
Colton—PERy at passenger station.
Colton—PERy over Riverside Branch.
Colton—PERy, five crossings of yard tracks.

Movements across UPRR main track on Chino Branch Pomona, under control UPRR dispatcher. Eastward trains to Chino Branch must line initial switch before signal will clear. Westward signal will clear on approach of train. If these signals fail to clear, contact UPRR dispatcher by telephone and be governed by his instructions. Telephone in box at initial switch and in UPRR C.T.C. house at crossing.

Movements across UPRR track on old Chino line spur at Ontario governed by dwarf type light signals. Electrically locked derails 200 feet either side of UPRR main track are controlled by UPRR dispatcher. If electric lock fails to unlock within three minutes contact UPRR dispatcher by telephone and be governed by his instructions. Telephone in iron box at crossing.

RULE 103 (A). Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Pomona—When switching over crossings on siding not protected by gates or flagman.
Riverside—Orange Ave., Eighth St.
Riverside—Crossing bells located at Seventh and Ninth Streets are manually controlled. Switch located in box on telegraph pole east of freight station. Crossing bells must be in operation when any train movements are made over crossings, unless protected by members of train crew on both sides of train, before and while movements are being made over crossings.

Pomona. Trains on Chino Branch must not exceed 10 MPH over crossings of Riverside Drive, East End Ave., and Fifth St., and must watch carefully for vehicular traffic.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

Alhambra—Over Mission Road on Southwest welding lead; C. F. Braun Co. spur; So. Cal. Edison pole yard spur; and Old Duarte Branch track.
El Monte—Over Arden Drive on drill track.

RULE 104. The normal position of rigid switches at junction points is as follows:

Alhambra	Pasadena Br., for drill track.
Colton	Riverside Br., for PFE yard.
Colton	PERy junction switch on Riverside Br., for SP main track.
Riverside Jct.	PERy junction switch for SP main track.

RULE 505. AUTOMATIC BLOCK SYSTEM

When block Signal 4841 east of Taylor Jct. indicates "stop", a member of crew of freight trains will communicate with signal operator at Mission Tower by telephone located on the signal, and be governed by his instructions.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Pomona	Junction, Chino Branch	Controlled siding

RULE 605. INTERLOCKING

Dayton Ave. Tower. To Glendale or East Bank Line, —.
To River Station Tower or "C" unit, o o o o o.
To Midway unit No. 1 track, o — o; other tracks or freight lead, — o —.
For movement against current of traffic, — o o o o.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Special signals on masts of interlocking signals which govern movements from "C" unit, are normally dark, but when displaying flashing yellow light will authorize a train or engine, after stopping, to pass the interlocking signal at stop, and move with caution to the next interlocking signal, expecting to find the block occupied.

Mission Tower. To LAUPT, o —.
To Alhambra or Naud Jct., east or west on East Bank Line,
To Roundhouse, — o — o.
To River Station Tower or AO spur, o o o o o.
To Brewery spur Lacy Manufacturing Co., o o o —.
To Coach yard, o o o o —.
To Wilson Packing Co. lead, — o —.
To or from East Bank Line or Alhambra, o — o o.
To Alhambra Ave. Coach yard lead, o o — o.
To Naud Jct. from East Bank Line, o o — o o.
Against current of traffic, — o o o o.

Following addition to Rule 663 (b) applies at Mission Tower, "Upon receiving oral authority of signal operator or signal maintainer."

Signs bearing words "Clearing Section" located as follows:

200 feet west of Signal Bridge No. 3 on the East Bank Line.

200 feet west of signal on eastward passenger track from East Bank Line to LAUPT via Alhambra Ave.

200 feet east of first signal east of UPRR Crossing on westward Alhambra Ave. main tracks.

200 feet east of first signal leaving Coach Yard.

Trains or engines stopped by these signals will stop with head end between "Clearing Section" sign and signal, except freight trains or switching drags only on East Bank Line will remain west of Main Street when stopped by signal.

One long sound of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

El Monte Tower. To or from siding, o o o o o.

Colton Tower. To No. 2 track, — o —.
To Riverside, o o — o.
To Santa Fe interchange, o o o o o.

Westward trains stop east of 8th St., unless route clear for movement through Colton Tower.

Eastward trains and engines stopped by interlocking signal may recall flagman when flashing white light displayed on signal, and prepare to start when signal clears.

Interlocking signals on main track and on 1 and 2 tracks east of Colton Tower when flashing yellow authorize movement, after stopping, with caution to absolute signal at MP 538.52.

AUTOMATIC INTERLOCKING

Highgrove Interlocking, AT&SFRy Crossing, 0.7 mile east of Orange Center.

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box at crossing and comply with rules posted therein.

After release has been operated by flagman, signal should change to "proceed", or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. If red indicator light does not appear, movement over crossing must be protected in each direction on intersecting tracks. Instructions in box indicate the time interval required for release to function.

SPECIAL SIGNALS

Riverside Branch between MP 540.085 and MP 545.914 used jointly by SP and PERy without train orders.

Light type special signals for eastward movement at fouling point PERy junction switch Colton, and 15 feet east of east switch Highgrove; and for westward movement 800 feet west of Riverside Jct. and 15 feet east of east switch Highgrove confer authority to the next special signal, except that the signals at Highgrove confer authority to the limit of these signals; and their indications supersede the superiority of trains for both opposing and following movements, but do not dispense with the use or observance of other signals.

Trains must stop before reaching signals, and comply with instructions posted in cut-in and cut-out boxes adjacent to or opposite signals for operation of toggle switches to clear signals.

If signal cannot be cleared, wait five minutes, then send flagman ahead, wait five minutes more, then follow flagman through block, moving with caution, not exceeding 12 MPH.

Toggle switch in cut-out box must be operated after rear of train passes 50 feet beyond signals.

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

Limits extend from 10 feet west of west crossover at MP 485.55 Aurant, on both tracks, to MP 538.52 west of Colton Tower.

At east end Aurant, that portion of drill track between absolute signal opposite yard office and absolute signal 10 feet west of initial switch of crossover from drill track to westward track is also in C.T.C. limits.

Absolute signals on eastward and westward tracks, and eastward signal on drill track at east end Aurant are equipped with call-on unit which, when flashing yellow authorizes train or engine, after stopping, to move with caution to couple to train or cars.

Flag protection will not be required when rear of train stands between absolute signals at east end Aurant and end double track Alhambra.

Trains stopped by eastward or westward absolute signals east end El Monte in addition to obtaining permission from dispatcher to proceed, must also receive hand signal or authority from signal operator in accordance with Rule 663(a) or 663(b) to move through limits El Monte interlocking.

Signal 5143 governs westward movement through crossover Pomona, and Signal 5202 governs eastward movement through crossover Ontario. Signals are normally dark, and only govern movement through respective crossovers.

Call-on lights on absolute signals on siding, east and west of crossover near Hamilton Blvd. Pomona, when flashing yellow authorize movement on siding, after stopping, expecting to find siding occupied.

Junction switch Chino Branch on siding at Pomona is equipped with switch-position indicator, and if red aspect displayed or not lighted, careful examination must be made to insure switch safe before passing over same eastward, on siding.

Call-on unit near junction switch, when flashing white will authorize trains and engines from Chino Branch to enter controlled siding at Pomona.

Trains receiving clearance at Colton are thereby authorized as indicated on clearance, without train-order authority, to the beginning of C.T.C., being governed by block signals whose indications will supersede the superiority of trains. Clearance for a section must read "no signals" or "green signals" following the address.

Trains are also authorized from C.T.C. limit to Colton without train-order authority, being governed by block signals whose indications will supersede the superiority of trains.

GENERAL REGULATIONS

RULE 825. Portable rail skid is hung on post at lower end of siding at Pomona.

When necessary to leave cars on this siding permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from this siding must remove rail skid and return it to proper post and lock it in place with switch lock.

Rail clamps on Hazel-Atlas Glass Co. tracks at Pomona, to prevent cars rolling out of tracks. Crews must remove clamps before switching these tracks, and replace after switching.

RULE 827. Passenger trains, except Streamliners GOLDEN STATE and SUNSET LIMITED, must approach Colton at not to exceed 8 MPH to allow forward brakeman to get off where rear of train will stop. He will then make rolling inspection, then walk length of train opposite station side, making standing inspection, giving careful attention to running gear and journal boxes.

On freight trains between Colton and Riverside; Pomona and Chino; and Alhambra and Pasadena, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

AIR BRAKE RULES

RULE 17. One retainer must be turned up for each 100 Ms in westward trains of over 10 cars on Pasadena Branch.

PASSENGER TRAINS

RULE 39. Running test must be made immediately after leaving Los Angeles terminal.

MISCELLANEOUS

1. Eastward trains take only sufficient water at Pomona to insure making Colton.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restrictied Tracks
DEP, DEF, Mk, Mt, GS, F, SP, MM, AC, P-8, 10, 12, T-40	Rudell—Spur.
"	Pomona—Park Ave. spur.
"	Ontario—Assets Corp. tracks.
"	San Gabriel—S.G.V. Lbr. spur beyond fouling point.
DEP, DEF, F-3, 4, 5, SP, Mt, MM, AC, GS, P-8, 10, 12, T-40	Guasti—Winery spurs.
"	South Fontana—Quarry track; So. Fontana Farm Co. tracks.
All	West Colton—Tracks diverging from track 2.
All engines and cars	Riverside—Food Machinery spur beyond 280 feet east of gate.

Load limit (car and contents):

Los Angeles-Colton	251,000 pounds
Alhambra-Pasadena	169,000 pounds
Pomona-Chino	169,000 pounds
Colton-Riverside	169,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

Engines equipped with pilot plow, except Mt and GS class, are prohibited from entering Los Angeles LAUPT account impaired platform clearance.

Take necessary precautions when sand is blowing between signs reading "Sand" at following points:

MP 522.4 west of Guasti to MP 528.38 west of South Fontana.

Kaiser. Spur track beyond Valley Blvd. jointly used by SP and Kaiser Co., and eight tracks within Kaiser plant used as interchange tracks jointly by SP, AT&SFRy, and Kaiser Co. and all moves must be made with caution. SP crews must not go beyond connection with AT&SFRy on east lead. Derails must be left in derailing position while switching at Kaiser plant and locked in derailing position when leaving plant. Air must be coupled and in use through entire cut of cars when moving to or from Kaiser plant, and air brake road test must be made as prescribed in Air Brake Rule 24. When serving new Shell plant, only tracks 200, 220 and 222 may be used by SP crews.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
482.6	Los Angeles	2nd crossing, L.A. River bridge	Side
514.0	Pomona	Water tank	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
Through all sidings, yard tracks and other tracks with engine running backward	10
Passenger trains through all controlled sidings	20

SPECIAL INSTRUCTIONS—POMONA SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	Streamliners GOLDEN STATE SUNSET LIMITED	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4
EASTWARD, LOS ANGELES YARD TO TAYLOR JCT.:					
MP MP					
479.70 to 480.60 (Dayton Ave. Tower)	..	40	25	25	25
480.60 to 481.67	..	20	20	20	20
★481.67 to 481.69 (North Main St.)	..	15	15	15	15
481.69 to 481.90 (East Bank Jct.)	..	20	20	20	20
481.90 to 482.80 (Taylor Jct.)	..	15	15	15	15
EASTWARD, LOS ANGELES TO COLTON:					
MP MP					
Los Angeles to Mission Tower	10	10		10	10
★Mission Tower to 484.05	15	15	15	15	15
★484.05 to 485.80 (Valley Blvd.)	25	25	25	25	25
★485.80 to 488.22 (Alhambra)	40	40	35	35	30
488.22 to 488.25	35	35	35	35	20
★488.25 to 489.89 (Alhambra)	40	40	35	35	30
★489.89 to 491.33 (San Gabriel)	30	30	30	30	30
491.33 to 493.70	75	70	40	40	30
★493.70 to 495.04 (El Monte)	30	30	25	25	25
495.04 to 496.71	75	70	50	50	30
496.71 to 496.92 (bridge)	40	40	30	30	30
496.92 to 507.80	75	70	50	50	30
507.80 to 508.10 (curve)	65	65	50	50	30
508.10 to 513.80	75	70	50	50	30
★513.80 to 514.80 (Pomona)	40	40	40	40	30
514.80 to 519.51	75	70	50	50	30
519.51 to 520.91	40	40	40	40	30
520.91 to 536.20	75	65	50	50	30
★Over Riverside Ave., MP 536.20	30	30	30	30	30
536.20 to 538.52 (end CTC)	50	50	50	50	30
538.52 to 539.00 (Colton)	20	20	20	20	20

TERRITORY	Streamliners GOLDEN STATE SUNSET LIMITED	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4
WESTWARD, COLTON TO LOS ANGELES:					
MP MP					
539.00 to 538.52 (begin CTC)	20	20	20	20	20
538.52 to 536.20	50	50	50	50	30
★Over Riverside Ave., MP 536.20	30	30	30	30	30
536.20 to 520.91 (Ontario)	75	65	50	50	30
520.91 to 519.51	40	40	40	40	30
519.51 to 514.80	75	70	50	50	30
★514.80 to 513.80 (Pomona)	40	40	40	40	30
513.80 to 508.10	75	70	50	50	30
508.10 to 507.80 (curve)	65	65	50	50	30
507.80 to 496.92	75	70	50	50	30
496.92 to 496.71 (bridge)	40	40	30	30	30
496.71 to 495.04	75	70	50	50	30
★495.04 to 493.70 (El Monte)	30	30	25	25	25
493.70 to 491.33	75	70	40	40	30
★491.33 to 489.89 (San Gabriel)	30	30	30	30	30
★489.89 to 485.80 (Alhambra)	40	40	35	35	30
★485.80 to 484.05	25	25	25	25	25
★484.05 to Mission Tower	15	15	15	15	15
Mission Tower to Los Angeles	10	10	..	10	10
WESTWARD, TAYLOR JCT. TO LOS ANGELES YARD:					
MP MP					
482.80 to 481.90 (East·Bank Jct.)	..	15	15	15	15
481.90 to 481.69	..	20	20	20	20
★481.69 to 481.67 (North Main St.)	..	15	15	15	15
481.67 to 480.60 (Dayton Ave. Tower)	..	20	20	20	20
480.60 to 479.70 (Los Angeles Yard)	..	40	25	25	25

★Regulated by City ordinance.

Streamliners GOLDEN STATE and SUNSET LIMITED when handled by steam power and consisting of streamlined equipment with electro-pneumatic brake system functioning on engine and all cars may run not to exceed 75 MPH on TANGENT TRACK where 70 MPH is authorized in Column 1.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to No. 370 when that train consists entirely of passenger equipment, or cars with steel wheels, including box cars with steel wheels and caboose with steel wheels, except that maximum of 60 MPH must not be exceeded at any point.

Maximum speed of trains handling loaded cars of ore from Ferrum is 40 MPH.

Westward trains with loaded cars of rip-rap must not exceed 30 MPH South Fontana to Los Angeles.

Westward trains with 60 or more cars beets loaded in other than SP gondolas must not exceed 40 MPH Pomona to Puente.

♦RESTRICTED CARS are listed on page 7 under "Maximum Speed Permitted with Certain Equipment, "and trains handling must not exceed maximum speed of 40 MPH.

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All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
Column:	1	2	3	4
EASTWARD, ALHAMBRA TO PASADENA: MP MP				
487.70 to 489.07, except:	15	15	15	15
MP 488.20 to 489.20, with DERS-2, M-6, 8, 9, 11, T-23, 28, 31 class.	10	10	10	10
★489.07 to 490.75 (city limits)	15	15	15	15
★490.75 to 492.50 (city limits)	15	15	15	15
EASTWARD, POMONA TO CHINO	20	20	20	20
EASTWARD, COLTON TO RIVERSIDE:				
★539.00 to 539.60 (over streets)	30	20	20	20
539.60 to 543.58	35	20	20	20
543.58 to 543.98 (interlocking)	20	20	20	20
543.98 to 546.20	35	20	20	20

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
Column:	1	2	3	4
WESTWARD, PASADENA TO ALHAMBRA: MP MP				
★492.50 to 490.75 (city limits)	15	15	15	15
★490.75 to 489.07 (city limits)	15	15	15	15
489.07 to 487.70, except:	15	15	15	15
MP 489.20 to 488.20 with DERS-2, M-6, 8, 9, 11, T-23, 28, 31, class	10	10	10	10
WESTWARD, CHINO TO POMONA	20	20	20	20
WESTWARD, RIVERSIDE TO COLTON:				
546.20 to 543.98	35	20	20	20
543.98 to 543.58 (interlocking)	20	20	20	20
543.58 to 539.60	35	20	20	20
★539.60 to 539.00	30	20	20	20

★Regulated by City ordinance.

Trains with class of engine shown below are further restricted between points shown, as follows:

	RIVERSIDE BRANCH MP 539.00 and MP 545.00	RIVERSIDE BRANCH MP 545.00 and MP 546.20
A-3, 6	15	See Note
DES-1 to 8	..	See Note
DES-100 to 110	..	See Note
M-6, 8, 9, 11	..	10
P-1, 3, 4, 11	..	See Note
T-23, 28, 31	..	10
T- 26, 32, 37	..	15

Note: Not permitted to operate.

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Los Angeles to Alhambra Puente to Ontario	Alhambra to Puente Ontario to Colton	Colton to Bloomington El Monte to Stoneman	Bloomington to El Monte Stoneman to Los Angeles
DEP-3	6017	4600	7500	5600	7500
DEP-4, 7	6000 to 6004 and 6018	4600	7500	5600	7500
DEP-5, 6	6005 to 6016	....	....	....	....
DEP-8	6019 to 6022	....	....	....	....
DEF-1	6122 to 6137	10700	14700	9850	20000
DEF-1, 2	6138 to 6179	15400	20000	14800	20000
DEF-3, 4, 5, 6	6180 to 6339	15400	20000	16350	20000
DERS-2, 4 to 9, 11	5203 to 5249, 5501 and 5502	4300	7800	4450	7850
DES-1 to 8	1000 to 1032	1230	2450	1600	2450
DES-100 to 109	1300 to 1441	1900	3650	2500	3700
M-4	1617 to 1713	1600	3450	1850	3350
M-6, 8	1721 to 1803, 1824 and 1825	2000	4250	2300	4150
M-9	1804 to 1822, 1826 to 1830 and 1836	2100	4500	2450	4300
M-11	1832 to 1835	2150	4600	2550	4450
T-1	2248 and 2252	1400	3050	1650	2950
T-8	2178	1000	2200	1150	2100
T-23	2301 to 2310	2100	4500	2450	4300
T-26	2296 and 2299	1750	4000	2050	3650
T-28, 31	2312 to 2362	2300	4850	2700	4700
T-32	2363 to 2370, 2372 to 2384	2300	4950	2700	4750
T-40	2371	2300	4950	2700	4750
T-37	2105 and 2106	2050	4400	2400	4250
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	1800	4200	2100	4050
P-1	2403, 2405 to 2407 and 2415	1900	4400	2200	4250
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	2050	4600	2400	4350
P-6	2453, 2454 and 2458	2250	5200	2600	5100
P-7	2476 and 2477	2400	5450	2800	5400
P-8, 10	2461 to 2474, 2478 to 2483	2500	5600	3000	5450
P-8, 10	2475, 2484 to 2491	2600	5600	3100	5750
P-11	3104 and 3109	2000	4250	2300	4150
P-12	3120 to 3129	2600	6050	3050	5450
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	2550	5300	2950	5200
C-18	3400 to 3409	2300	4900	2700	4750
C-19	3410 to 3426	2400	5100	2800	4950
TW-1	2900 to 2913	1900	4050	2250	3950
TW-2, 3	2937 to 2952	1500	3250	1800	3150
TW-8	2914 to 2923	2100	4500	2450	4350
A-3	3025 and 3057	1450	3250	1750	3150
A-6	3000 and 3002	1750	3800	2050	3700
Mk-2, 4	3201 to 3240	3000	6150	3500	5950
Mk-5, 6	3241 to 3277	3200	6750	3700	6500
Mk-7, 8, 9	3300 to 3324	3550	7450	4100	7200
Mk-10	3295	2700	5750	3150	5550
Mk-11	3297 and 3298	2600	5500	3050	5350
B-1	3500 to 3509	4500	8450	4800	8000
F-1	3611 to 3652	3750	7750	4350	7600
F-3, 4, 5	3653 to 3769	4900	8900	5100	8950
MM-3	3930 and 3931	5000	10300	5900	8900
AC-4, 5	4100 to 4125	7750	13900	8750	13150
AC-6 to 12	3800 to 3811, 4126 to 4294	8250	14800	9300	14500
Mt-1, 3, 4, 5	4300 to 4376	3500	7450	4100	7250
Mt-2	4385 to 4390	3600	7700	4200	7350
GS-1, 2	4401 to 4415	3700	8000	4450	7400
GS-3, 4, 5, 6	4416 to 4469	3800	8250	4450	7600
SP-1, 2, 3	5000 to 5048	5200	10500	6200	9000

In figuring tonnage of train add 6 Ms for each empty or underloaded car of less than 45 Ms and 3 Ms for each such car of 45 to 55 Ms.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—POMONA SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Alhambra Pasadena	Pasadena to Alhambra	Chino to Pomona	Colton to Riverside Pomona to Chino	Riverside to Colton
DES-1 to 8	1000 to 1032	700	8000	2200	8000	1320
DES-100 to 109	1300 to 1441	850	8000	2800	8000	2050
M-4	1617 to 1713	570	5300	1800	5300	970
M-6, 8	1721 to 1803, 1824 and 1825	700	6200	2140	6200	1100
M-9	1804 to 1822, 1826 to 1830 and 1836	760	6550	2270	6550	1200
M-11	1832 to 1835	790	6800	2370	6800	1290
T-1	2248 and 2252	490	4500	1550	4500	830
T-8	2178	320	3250	1090	3250	560
T-23	2301 to 2310	730	6500	2240	6500	1200
T-26	2296 and 2299	610	5700	1950	5700	1040
T-28, 31	2312 to 2362	820	7150	2480	7150	1350
T-32	2363 to 2370, 2372 to 2384	830	7250	2520	7250	1370
T-40	2371					
T-37	2105 and 2106	740	6500	2250	6500	1200
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	....	....	1980	5900	1040
P-1	2403, 2405 to 2407 and 2415	....	....	2080	6150	1090
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	....	....	2180	6450	1140
P-6	2453, 2454 and 2458	....	....	....	....	....
P-7	2476 and 2477	....	....	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	....	....	....	....	....
P-8, 10	2475, 2484 to 2491	....	....	....	....	....
P-11	3104 and 3109	....	....	2150	6300	1140
P-12	3120 to 3129	....	....	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	911	7800	2720	7800	1480
C-18	3400 to 3409	870	7200	2530	7200	1400
C-19	3410 to 3426	890	7500	2630	7500	1400
TW-1	2900 to 2913	700	6000	2090	6000	1145
TW-2, 3	2937 to 2952	540	4800	1670	4800	900
TW-8	2914 to 2923	770	6600	2300	6600	1260
A-3	3025 and 3057	....	....	1620	4900	820
A-6	3000 and 3002	....	....	1900	5700	990
Mk-2, 4	3201 to 3240	....	....	....	....	....
Mk-5, 6	3241 to 3277	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324	....	....	....	....	....
Mk-10	3295	....	....	....	....	....
Mk-11	3297 and 3298	....	....	....	....	....
F-1	3611 to 3652	....	....	....	....	....
F-3, 4, 5	3653 to 3769	....	....	....	....	....
MM-3	3930 and 3931	....	....	....	....	....
AC-4, 5	4100 to 4125	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	....	....	....	....	....
Mt-2	4385 to 4390	....	....	....	....	....
GS-1, 2	4401 to 4415	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	....	....	....	....	....
SP-1, 2, 3	5000 to 5048	....	....	....	....	....

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms and 3 Ms for each such car of 45 to 55 Ms; except from Alhambra to Pasadena add 3 Ms for each such car of 55 Ms or less.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 10 (J). Speed boards to left of track:
Westward at MP 540.75, reading 20.
Westward at MP 585.75, reading 45-40-35.
Eastward at MP 545.89 reading 45-40-35.
Eastward at MP 575.83, reading 45.

Round yellow speed boards indicate the speed restrictions applying to Streamliners GOLDEN STATE and SUNSET LIMITED with DEP class engine only.

RULE 14 (e). As specified below, — — — — — — sounds will be indication that flagman may return from east:

Bryn Mawr..............on Redlands Branch.
Colton.....................on Riverside Branch.

RULE 21 (C). Indicators on extra trains will be displayed during time train is in Colton yard.

Indicators may be displayed on incoming engines at Indio until they arrive at roundhouse.

RULE 26. Colton: Special signal at each end PFE tracks 5, 6 and 7, and at switch to spur, governing movements on those tracks as follows:

Blue: Track may be entered, but cars must not be coupled to, or moved.
Yellow: Proceed with caution.
Red: Must not enter PFE shed.
Not lighted: General foreman of ice plant must be contacted for instructions before entering tracks.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

West MP		East MP
536.51	Colton	541.14
	" (Riverside Br.)	540.70
547.29	Redlands, 2nd Street	548.51
607.85	Indio	613.12

First-class trains must move with caution between absolute signals MP 538.52 and MP 539.82, Colton, expecting to find main track occupied. Flag protection to the rear will not be required of such trains standing between these points except that flagman must take position not less than thirty feet behind rear of train, whether carrying passengers or not, and display stop signals to any following train.

All eastward trains must move with caution between absolute signal at MP 610.3 and Indio passenger station expecting to find main track occupied. Flag protection to the rear will not be required of eastward trains standing between these points, except that flagman must take position not less than thirty feet behind rear of train, whether carrying passengers or not, and display stop signals to any following train.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

Colton—PERy at passenger station.

RULE 103 (A). Trains must stop and traffic on highway be protected by member of the train crew over the following street crossing:

Indio....Before pushing or backing cars over crossing on drill track opposite yard office.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

Redlands 2nd St.—Over Orange St.
Redlands 2nd St.—Over Fourth St.
Indio—Over highway on California Date Growers Assn. spur.

RULE 104. The normal position of rigid switches at junction points is as follows:

Colton.......Riverside Br., for PFE yard.
Bryn Mawr...Redlands Br., for branch connecting track.
Colton.......PERy junction switch on Riverside Br., for SP main track.

Derails in main track:

Crafton—628 feet west of west switch, MP 551.01.
Crafton—930 feet from end of track, MP 551.52.
Redlands, 2nd Street—West end of Mill Creek bridge, MP 547.33.

AUTOMATIC BLOCK SYSTEM

RULE 505. Electric switch locks at MP 539.8 Colton as follows: High type on main track switch of crossover to drill track; high type on main track switch of crossover to yard track 4; and low type on main track switch to yard track 2. Instructions for operation posted in yardmaster's office east end Colton.

RULE 535. SPRING SWITCHES

West switch balloon track Colton is spring switch without facing point lock.

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

Limits extend from MP 539.82 Colton, to MP 610.66 Indio.

Switch at MP 610.3 Indio is dual control switch, but turnout track is not a controlled siding.

Call-on lights on absolute signals at crossovers Loma Linda and Beaumont, when flashing yellow authorize movement on siding, after stopping, expecting to find siding occupied.

Trains receiving clearance at Colton, Indio or Indio Yard are thereby authorized as indicated on clearance, without train-order authority, to the beginning of C.T.C., being governed by block signals whose indications will supersede the superiority of trains. Clearance for a section must read "no signals" or "green signals" following the address.

Trains also are authorized from C.T.C. limits to Indio, Indio Yard, or Colton without train-order authority, being governed by block signals whose indications will supersede the superiority of trains.

RULE 775. When helpers are cut out of rear end of trains on controlled siding Beaumont, a reverse movement by helpers may be made without permission from dispatcher, but signal indication must be respected.

Before moving eastward from controlled siding to engine track Beaumont, permission from dispatcher must be obtained.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at lower end of sidings at:

Redlands
Ordway
El Casco
Hinda
Nicklin
Beaumont
Pershing
Banning
Owl
Cabazon
Mons
Fingal
Hugo
Garnet
Salvia
Rimlon

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 827. Passenger trains, except Streamliners GOLDEN STATE and SUNSET LIMITED, must approach Colton and Indio at not to exceed 8 MPH to allow forward brakeman to get off where rear of train will stop. He will then make rolling inspection, then walk length or train opposite station side, making standing inspection, giving careful attention to running gear and journal boxes.

Eastward freight trains handled by steam engine will stop at Owl or Cabazon 10 minutes and westward freight trains handled by steam engine will stop at El Casco or Ordway 10 minutes for heat radiation, at which time train inspection will be made. If stop is made at Hinda train may then run to Redlands for next stop.

Engines running light on descending grade will stop at Owl or Cabazon, and El Casco or Ordway a sufficient length of time to permit heat radiation, at which time enginemen will inspect engine.

Westward freight trains of over 65 cars handled by steam engine, on main track or siding at Beaumont, regardless of signal indication, will stop before reaching absolute signal on signal bridge east of California St. While brake system is being recharged, trainmen commence turning up retainers, and as soon as brake system has been recharged, train will proceed to west end to cut out helpers, and if necessary complete turning up required number of retainers.

On freight trains between Bryn Mawr and Crafton, and on descending grade between Colton and Thousand Palms, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

AIR BRAKE RULES

RULE 17. Retainers will be used on passenger trains as follows:

All retainers will be turned up on eastward trains at Beaumont, and will be turned down at Garnet, except that if stop is made at Palm Springs retainers on head end cars may be turned down at that point provided not less than 75% of cars in train have retainers turned up.

All retainers will be turned up on westward trains at Beaumont, and will be turned down on passenger carrying cars at Loma Linda, and on head end cars at Colton.

When overheating is apparent, retainers may be turned down on such cars.

Retainers will be used on freight trains handled by steam engines as follows:

One retainer for each 120 Ms Beaumont to Thousand Palms commencing at head-end of train. If stop is made at Garnet, Salvia or Rimlon and in the judgment of engineer it is safe to do so, retainers may be turned down at Garnet, Salvia or Rimlon instead of Thousand Palms.

One retainer for each 140 Ms Beaumont to Redlands, and one retainer for each 200 Ms Redlands to MP 540 or Colton; except that if train consists of 50 or more loaded tank cars, or 20 or more cars of beets, one retainer for each 120 Ms will be used Beaumont to MP 540 or Colton.

One retainer for each 100 Ms in westward trains of over 10 cars on Redlands Branch.

Retainers will be used on freight trains handled by DEF class engines as follows:

Beaumont to Garnet:

DEF-1 (6122 to 6137) with four dynamic brakes operating with over 6000 Ms, one retainer for each 200 Ms; with three dynamic brakes operating with over 4500 Ms, one retainer for each 175 Ms.

DEF-1 (6138 and 6139) and DEF-2, 3, 4, 5, 6 (6140 to 6339) with four dynamic brakes operating with over 8000 Ms, one retainer for each 200 Ms; with three dynamic brakes operating with over 6000 Ms, one retainer for each 175 Ms.

Beaumont to Loma Linda:

DEF-1 (6122 to 6137) with four dynamic brakes operating with over 6000 Ms, one retainer for each 225 Ms; with three dynamic brakes operating with over 4500 Ms, one retainer for each 200 Ms.

DEF-1 (6138 and 6139) and DEF-2, 3, 4, 5, 6 (6140 to 6339) with four dynamic brakes operating with over 8000 Ms, one retainer for each 225 Ms; with three dynamic brakes operating with over 6000 Ms, one retainer for each 200 Ms.

DEF with less than 50 cars ore will be governed by the above in relation to tonnage handled; with 50 or more cars ore use one retainer for each 150 Ms.

DEF with less than three dynamic brakes operating will apply retainer rule applying to trains with steam engine Beaumont to Garnet and Beaumont to Loma Linda.

In case of failure of dynamic brakes in above territory, stop must be made immediately, and brake system recharged. Rules governing operation with steam engine will then govern, except when all retainers are in use train may proceed at reduced speed to insure proper handling, not exceeding 15 MPH.

SPECIAL INSTRUCTIONS—BEAUMONT SUBDIVISION

FREIGHT TRAINS

RULE 25. Beaumont: Rear end test must be made except running test may be made by westward trains of not over 65 cars immediately after leading engine passes MP 563.60 and, if brakes operate properly, stop for rear end test not required.

Before a train which has stopped on grade is signalled to proceed, air gage in caboose must be observed. If gage indicates brake pipe unobstructed and registers a pressure of not less than 65 pounds, proceed signal may be given.

RULE 33. Maximum tonnage per operative brake is as follows:

Beaumont to Garnet:

Trains handled by steam engine	120 Ms
Trains handled by DEF class with four dynamic brakes operating	150 Ms
Trains handled by DEF class with three dynamic brakes operating	135 Ms

Beaumont to Loma Linda:

Trains handled by steam engine	120 Ms
Trains handled by DEF class with four dynamic brakes operating	170 Ms

If tonnage exceeds 150 Ms per operative brake speed must not exceed 20 MPH, and number of cars in train must not exceed 75.

Trains handled by DEF class with three dynamic brakes operating	145 Ms

PASSENGER TRAINS

RULE 38. At Indio engineers will use hand signals instead of whistle signals. Trainmen will place themselves in position to relay signals to best advantage.

RULE 39. Running test must be made before descending grade, Beaumont.

MISCELLANEOUS

1. Spouts of water columns between Indio and Beaumont when not in use must be pointed eastward (downhill).

Take only sufficient water at Beaumont to insure run to El Casco or Cabazon, except westward through helpers in freight service from Indio to Los Angeles will take full tank of water to avoid taking water at Colton.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Track
DEP, DEF, Mk, Mt, GS, F, SP, MM, AC, P-8, 10, 12	Beaumont—West end oil unloading track; Blinn Lbr. spur; Packing house spur. Use reach to pick up cars.

Load limit (car and contents):

Colton-Indio	251,000 pounds
Bryn Mawr-Crafton	169,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

Take necessary precautions when sand blowing between signs reading "Sand" at following points:

MP 588.25 east of Garnet to MP 596.5 east of Rimlon.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
539.8	Colton	Santa Ana River Bridge	Side
547.3	West of Redlands, 2nd Street	Mill Creek bridge	Overhead & side
562.0	Beaumont	Water spout	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
Through all sidings, yard tracks and other tracks with engine running backward	10
Passenger trains through all controlled sidings other than Garnet, Salvia and Rimlon	20

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	Streamliners GOLDEN STATE SUNSET LIMITED	OTHER PASSENGER TRAINS	◆FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
Column:	A	1	2	3	4
EASTWARD, COLTON TO INDIO:					
MP MP					
539.00 to 540.00	20	20	20	20	20
540.00 to 545.28	60	50	35	35	30
545.28 to 546.64	50	50	35	35	30
546.64 to 554.82	45	40	35	35	20
554.82 to 563.35	50	40	35	35	20
563.35 to 567.60	50	50	20	35	20
567.60 to 576.58 (Mons)	50	40	20	35	20
576.58 to 585.00	45	40	20	35	20
585.00 to 589.00	50	40	20	35	20
589.00 to 599.00 (Thousand Palms)	75	60	25	40	30
599.00 to 610.66 (Indio)	75	65	50	50	30
610.66 to 611.30 (Indio Yard)	20	20	20	20	20
EASTWARD, BRYN MAWR TO CRAFTON:					
544.50 to 546.60	..	25	20	20	20
546.60 to 549.90 (over streets)	..	10	10	10	10
549.60 to 551.40	..	25	20	20	20

TERRITORY	Streamliners GOLDEN STATE SUNSET LIMITED	OTHER PASSENGER TRAINS	◆FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
Column:	A	1	2	3	4
WESTWARD, INDIO TO COLTON:					
MP MP					
611.30 to 610.66	20	20	20	20	20
610.66 to 599.00 (Thousand Palms)	75	65	50	50	30
599.00 to 589.00	75	60	40	40	30
589.00 to 585.00	60	50	35	35	30
585.00 to 576.58 (Mons)	45	40	35	35	20
576.58 to 567.60	60	40	35	35	20
567.60 to 563.35	60	50	35	35	20
563.35 to 557.00	50	40	20	35	20
557.00 to 554.82	50	40	25	35	20
554.82 to 546.64	45	40	25	35	20
546.64 to 545.28	50	50	25	35	30
545.28 to 540.00	60	50	25	35	30
540.00 to 539.00 (Colton)	20	20	20	20	20
WESTWARD, CRAFTON TO BRYN MAWR:					
551.40 to 549.90		25	20	20	20
549.90 to 546.60 (over streets)		10	10	10	10
546.60 to 544.50		25	20	20	20

Streamliners GOLDEN STATE and SUNSET LIMITED when handled by steam power and consisting of streamlined equipment with electro-pneumatic brake system functioning on engine and all cars may run not to exceed 75 MPH on TANGENT TRACK where 70 MPH is authorized in Column 1.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to No. 370 when that train consists entirely of passenger equipment, or cars with steel wheels, including box cars with steel wheels and caboose with steel wheels, except that maximum of 60 MPH must not be exceeded at any point, and maximum of 35 MPH must not be exceeded Beaumont to Garnet.

◆RESTRICTED CARS are listed on page 7 under "Maximum Speed Permitted with Certain Equipment", and trains handling must not exceed maximum speed of 40 MPH.

Maximum speed of trains handling loaded cars of ore from Ferrum is 40 MPH.

Westward trains with 20 or more cars beets loaded in other than SP gondolas must not exceed 20 MPH Beaumont to Colton.

Eastward freight and mixed trains handled by DEF class engine, without retainers and with dynamic brakes in operation may make 35 MPH MP 589.00 to MP 599.00.

RULE 10 (J). Light engines may make speed shown in Speed Restrictions table in territory where such speed is in excess of that authorized by speed board.

Trains with class of engine shown below are further restricted between points shown, as follows:

	REDLANDS BRANCH	
	MP 544.70 and MP 544.90	MP 544.90 and MP 551.70
A-3, 6	10	15
P-1, 3, 4	15	

SPECIAL INSTRUCTIONS—BEAUMONT SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Colton to Indio	Indio to Colton	Bryn Mawr to Crafton	Crafton to Bryn Mawr
DEP-3	6017	2300	2000	....	....
DEP-4, 7	6000 to 6004 and 6018	2300	2000	....	....
DEP-5, 6	6005 to 6016	....	....	....	....
DEP-8	6019 to 6022	....	....	....	....
DEF-1	6122 to 6137	5750	4850	....	....
DEF-1, 2	6138 to 6179	8950	8300	....	....
DEF-3, 4, 5, 6	6180 to 6339	8950	8350	....	....
DERS-2, 4 to 9, 11	5203 to 5249, 5501 and 5502	2300	2200	....	....
DES-1 to 8	1000 to 1032	680	650	550	8000
DES-100 to 109	1300 to 1441	1070	1020	650	8000
M-4	1617 to 1713	940	900	400	5300
M-6, 8	1721 to 1803, 1824 and 1825	1200	1150	500	6200
M-9	1804 to 1822, 1826 to 1830 and 1836	1250	1200	550	6550
M-11	1832 to 1835	1300	1250	570	6800
T-1	2248 and 2252	830	800	340	4500
T-8	2178	560	550	210	3250
T-23	2301 to 2310	1250	1200	520	6500
T-26	2296 and 2299	1000	950	430	5700
T-28, 31	2312 to 2362	1350	1250	590	7150
T-32	2363 to 2370, 2372 to 2384	1350	1300	600	7250
T-40	2371	1350	1300	....	....
T-37	2105 and 2106	1200	1150	530	6500
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	1000	1000	400	5900
P-1	2403, 2405 to 2407 and 2415	1050	1050	420	6150
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	1150	1100	450	6450
P-6	2453, 2454 and 2458	1300	1250	....	....
P-7	2476 and 2477	1400	1300	....	....
P-8, 10	2461 to 2474, 2478 to 2483	1450	1400	....	....
P-8, 10	2475, 2484 to 2491	1450	1400	....	....
P-11	3104 and 3109	1200	1150	460	6300
P-12	3120 to 3129	1550	1500	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	1550	1500	660	7800
C-18	3400 to 3409	1400	1350	640	7200
C-19	3410 to 3426	1450	1400	650	7500
TW-1	2900 to 2913	1150	1100	510	6000
TW-2, 3	2937 to 2952	900	870	390	4800
TW-8	2914 to 2923	1250	1200	560	6600
A-3	3025 and 3057	820	790	290	4900
A-6	3000 and 3002	990	950	370	5700
Mk-2, 4	3201 to 3240	1700	1650	....	....
Mk-5, 6	3241 to 3277	1850	1800	....	....
Mk-7, 8, 9	3300 to 3324	2100	2050	....	....
Mk-10	3295	1600	1550	....	....
Mk-11	3297 and 3298	1550	1500	....	....
B-1	3500 to 3509	2400	2300	....	....
F-1	3611 to 3652	2300	2250	....	....
F-3, 4, 5	3653 to 3769	2700	2600	....	....
MM-3	3930 and 3931	3000	2900	....	....
AC-4, 5	4100 to 4125	4000	3850	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	4250	4100	....	....
Mt-1, 3, 4, 5	4300 to 4376	2050	2000	....	....
Mt-2	4385 to 4390	2100	2050	....	....
GS-1, 2	4401 to 4415	2250	2200	....	....
GS-3, 4, 5, 6	4416 to 4469	2250	2200	....	....
SP-1, 2, 3	5000 to 5048	3000	2900	....	....

In figuring tonnage of train, add 3 Ms for each empty or underloaded car of 55 Ms or less, except from Crafton to Bryn Mawr, add 6 Ms for each such car of less than 45 Ms and 3 Ms for each such car of 45 to 55 Ms.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 10 (J). Speed board to right of track with one track intervening:

Eastward at MP 612.67 reading 75-65-50.

Speed boards to left of track:

Eastward at MP 666.58 reading "Signal 60-55-30".

Westward at MP 633.71 reading 75.

Round yellow speed boards indicate the speed restrictions applying to Streamliners GOLDEN STATE and SUNSET LIMITED with DEP class engine only.

RULE 14 (d). As specified below, — — — — o sounds will be indication that flagman may return from west:

Araz Jct...............on I-CRy line.

RULE 14 (e). As specified below, — — — — — — sounds will be indication that flagman may return from east:

Niland..................on Calexico line.

RULE 21 (C). Indicators may be displayed on incoming engines at Indio until they arrive at roundhouse.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
607.85	Indio	613.12
666.09	Niland	668.69
	“ (Calexico line)	668.27
731.51	Yuma	737.87

Second class and extra trains and engines must receive proceed signal from yardman, white flag by day, green light by night, before leaving East Yard; before passing Signal 7341, and before passing Signal 7331, Yuma.

RULE 103 (A). Trains must stop and traffic on highway be protected by member of the train crew over the following crossings:

Indio....Before pushing or backing cars over crossing on drill track opposite yard office.

Thermal. Over crossing Highway 111 on former U. S. Air Base spur.

Yuma....All crossings in old yard.

RULE 104. The normal position of rigid switches at junction points is as follows:

Ferrum........EMRR for Interchange track.

Niland........Calexico subdivision for Salton line.

First crossover west of station is junction switch.

RULE 505. AUTOMATIC BLOCK SYSTEM

Araz Jct. Trains may move between Signals P-7265 and P-7260 against current of traffic on eastward main track, being governed by block signals, whose indications will supersede the superiority of trains between those points.

When Signal 7250 displays stop indication trains must stop with engine within 750 feet of signal, and after 45 seconds signal should indicate proceed and train may then proceed prepared to stop before reaching Signal P-7260.

When Signals P-7259, P-7260, P-7632, P-7265 or 7275 display stop indication train after stopping may proceed with caution not exceeding 12 MPH only when hand signal received from train-order operator at Araz Jct. with green flag or light, or when orally authorized by operator. Member of crew must make careful examination of switches, and careful watch must be kept for broken rails or other defects in track.

East Indio. Mechanical switch lock at crossover between main track and drill. After lock box door opened, lock lever may be moved upward against stop. After time interval of from one to seven minutes indicator will show "Unlocked" and lever may be moved to reverse position "R", and switch may then be operated in usual manner. Lock lever must not be returned to normal position "N" until all movements over the switch are completed, switch returned to normal position and locked.

Emergency lock release to be used only in case of mechanical failure, as indicated by failure of time release to function after several minutes. When necessary to break seal on emergency release, dispatcher must be notified immediately, and movement made only after flag protection is provided.

RULES 510 and 744. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A", and Rule 744 in addition to Rule 510 must be complied with when stopped by such signals:

Eastward Signal	Protection	Westward Signal
	Spring switch, east end north siding, Niland.	P-6681
P-6784	Spring switch, west end siding, Tortuga.....	
	Spring switch, east end siding, Knob........	P-7231
P-7260 P-7632	Spring switch, I-CRy junction switch, Araz Jct..........................	P-7259 P-7261 P-7263 P-7265
P-A P-A	Spring switches, east and west ends Colorado River bridge, Yuma............	P-A P-A P-A P-A

RULE 516. At Flowing Well when holding main track to meet a train, switch must not be opened until train to be met has passed signal intermediate to next station. After taking siding to meet a train, main track switch must not be closed until rear of train has passed fouling point or derail.

Overlap posts:

Colorado—Eastward trains.......Signal 7318.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Niland.....	East end north siding..........	Main track
Tortuga.....	West end siding..........	Main track
Knob.......	East end siding..........	Main track
Araz Jct.....	End of double track.............	Eastward track
Araz Jct...	West switch crossover between main tracks..........	Eastward track
Yuma.....	West end bridge, end doubletrack..	Westward track
Yuma.....	East end bridge, end double track..	Eastward track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Araz Jct....	Junction switch I-CRy..........	Eastward track

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M.........	6648....	Niland..	Proceed to east end north siding.
S..........	6648....	Niland..	Enter north siding.
M.........	6697....	Niland..	Proceed to west end north siding.
S..........	6697....	Niland..	Enter north siding.

RULE 740. ABSOLUTE PERMISSIVE BLOCK SYSTEM

Yuma-Colorado

Limits extend from absolute signals west of Colorado River bridge to absolute signals east of Colorado River bridge.

Trains stopped by absolute signal west of bridge must obtain permission from yardmaster, and also make inspection of spring switches at each end of bridge before proceeding.

GENERAL REGULATIONS

RULE 824. Instructions for setting hand brakes:

Yuma:	Freight trains	Four brakes on east end, Two brakes on west end.

RULE 827. Passenger trains, except streamliners GOLDEN STATE and SUNSET LIMITED, must approach Indio at not to exceed 8 MPH to allow forward brakeman to get off where rear of train will stop. He will then make rolling inspection, then walk length of train opposite station side, making standing inspection, giving careful attention to running gear and journal boxes.

MISCELLANEOUS

1. Westward trains take only sufficient water at Amos to insure making run to Niland, and only sufficient water at Mecca to make Indio.

Ferrum. Wye track located on Eagle Mountain RR main track between switches Ferrum yard. Stem of wye 250 feet in length. Wye constructed on 2.5% grade.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
DEP, DEF, Mk, Mt, GS, F, SP, MM, AC, P-8, 10, 12	Between Indio and Yuma—All spurs except at Mortmar, Durmid, Pope, Frink, Wister, Mundo, Glamis, Acolita, and Ogilby, and Standard Oil spur, Narbon spur, CV Grape spur and Ice house spur at Coachella.
"	Mecca—Water track beyond 100 feet east of crossing.
"	Iris—House track.
	Knob—House track.

Load limit (car and contents):

Indio-Yuma . . . . 251,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

Take necessary precautions when sand blowing between signs reading "Sand" at following points:

MP 679.4 to MP 681.5 east of Tortuga,
MP 698.9 to MP 700.4 east of Glamis,
MP 701.6 west of Ruthven to MP 703.85 east of Ruthven.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
732.3	West of Yuma	Colorado River bridge . . . . Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except: . .	15
Through slip switches	10
Through turnouts on other than sidings	10
Through all sidings, yard tracks and other tracks with engine running backward	10

SPECIAL INSTRUCTIONS—SALTON SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	Streamliners GOLDEN STATE SUNSET LIMITED	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4
EASTWARD, INDIO TO YUMA:					
MP MP					
610.66 to 611.30 (Indio Yard)	20	20	20	20	20
611.30 to 612.67 (East Indio)	30	30	20	20	20
612.67 to 633.71 (Mortmar)	75	65	50	50	30
633.71 to 634.55 (curves)	70	65	50	50	30
634.55 to 723.06 (Knob)	75	65	50	50	30
723.06 to 727.00	50	50	35	35	30
Araz Jct. thru all switches	25	25	25	25	. . *
727.00 to 731.75 (Colorado)	60	60	40	40	30
731.75 to 732.29	15	15	15	15	15
732.29 to 732.37 (until engine passes spring switches)	15	6	6	6	. . *
732.37 to 733.01 (Yuma)	15	15	15	15	15

TERRITORY	Streamliners GOLDEN STATE SUNSET LIMITED	OTHER PASSENGER TRAINS	♦FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4
WESTWARD, YUMA TO INDIO:					
MP MP					
733.01 to 732.37	15	15	15	15	15
732.37 to 732.29 (until engine passes spring switches)	15	6	6	6	. . *
732.29 to 731.75	15	15	15	15	15
731.75 to 727.00	60	60	40	40	30
727.00 to 726.05 (Araz Jct.)	50	50	35	35	30
726.05 to 726.00 (spring switch)	25	25	25	25	. . *
Araz Jct. thru all switches	25	25	25	25	. . *
Westward on eastward track, over I-CRy. junction switch	20	20	20	20	20
726.00 to 723.06 (Knob)	50	50	35	35	30
723.06 to 634.55	75	65	50	50	30
634.55 to 633.71 (curves)	70	65	50	50	30
633.71 to 612.67	75	65	50	50	30
612.67 to 611.30 (Indio Yard)	30	30	20	20	20
611.30 to 610.66 (Indio)	20	20	20	20	20

*See Rule 536.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to No. 370 when that train consists entirely of passenger equipment, or cars with steel wheels, including box cars with steel wheels and caboose with steel wheels, except that maximum of 60 MPH must not be exceeded at any point, and maximum of 40 MPH must not be exceeded Knob to Araz Jct.

Maximum speed of trains handling loaded cars of ore from Ferrum is 40 MPH.

♦RESTRICTED CARS are listed on page 7 under "Maximum Speed Permitted with Certain Equipment", and trains handling must not exceed maximum speed of 40 MPH.

SPECIAL INSTRUCTIONS—SALTON SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Niland to Amos Yuma to Araz Jct. Enroute 1-C	Yuma to Knob	Indio to Niland Amos to Yuma Knob to Indio
DEP-3	6017	5600	7500	7500
DEP-4, 7	6000 to 6004 and 6018	5600	7500	7500
DEP-5, 6	6005 to 6016	....	....	....
DEP-8	6019 to 6022			
DEF-1	6122 to 6137	11750	11200	16700
DEF-1, 2	6138 to 6179	14800	14550	20000
DEF-3, 4, 5, 6	6180 to 6339	19000	18100	20000
DERS-2, 4 to 9, 11	5203 to 5249, 5501 and 5502	5150	4950	9250
DES-1 to 8	1000 to 1032	1600	1600	2850
DES-100 to 109	1300 to 1441	2500	2500	4300
M-4	1617 to 1713	2250	2100	3300
M-6, 8	1721 to 1803, 1824 and 1825	2800	2600	4050
M-9	1804 to 1822, 1826 to 1830 and 1836	2900	2750	4300
M-11	1832 to 1835	3050	2800	4450
T-1	2248 and 2252	2000	1850	2950
T-8	2178	1400	1300	2100
T-23	2301 to 2310	2900	2750	4300
T-26	2296 and 2299	2500	2300	3600
T-28, 31	2312 to 2362	3250	3000	4700
T-32	2363 to 2370, 2372 to 2384	3300	3000	4750
T-40	2371	3300	3000	4750
T-37	2105 and 2106	2900	2700	4250
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	2550	2350	3750
P-1	2403, 2405 to 2407 and 2415	2650	2450	3900
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	3050	2850	4300
P-6	2453, 2454 and 2458	3200	2950	4650
P-7	2476 and 2477	3400	3150	4950
P-8, 10	2461 to 2474, 2478 to 2483	3600	3300	5200
P-8, 10	2475, 2484 to 2491	3900	3600	5400
P-11	3104 and 3109	2800	2600	4050
P-12	3120 to 3129	3700	3450	5450
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	3600	3300	5200
C-18	3400 to 3409	3250	3000	4750
C-19	3410 to 3426	3400	3150	4950
TW-1	2900 to 2913	2700	2500	3950
TW-2, 3	2937 to 2952	2150	2000	3150
TW-8	2914 to 2923	3000	2750	4350
A-3	3025 and 3057	2150	1950	3150
A-6	3000 and 3002	2500	2300	3700
Mk-2, 4	3201 to 3240	4100	3700	5950
Mk-5, 6	3241 to 3277	4500	4100	6500
Mk-7, 8, 9	3300 to 3324	4950	4550	7200
Mk-10	3295	3850	3500	5550
Mk-11	3297 and 3298	3700	3400	5350
B-1	3500 to 3509	5650	5350	9850
F-1	3611 to 3652	5250	4850	7600
F-3, 4, 5	3653 to 3769	6000	5650	10450
MM-3	3930 and 3931	7100	6550	10200
AC-4, 5	4100 to 4125	9450	8700	16500
AC-6 to 12	3800 to 3811, 4126 to 4294	10000	9250	18000
Mt-1, 3, 4, 5	4300 to 4376	5250	4850	8800
Mt-2	4385 to 4390	5250	4950	9000
GS-1, 2	4401 to 4415	5500	5100	9200
GS-3, 4, 5, 6	4416 to 4469	5650	5250	9500
SP-1, 2, 3	5000 to 5048	7400	6950	11900

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 10 (J). Speed boards to right of track, but with one track intervening:

Westward at MP 486.3 reading 10 is to right of drill track and beyond Alameda St.

Westward at MP 488.1 reading 12 is to right of drill track.

Eastward at MP 501.24 reading 15.

Speed boards to left of track:

Westward at MP 490.36 reading 6.

RULE 14 (e). As specified below, — — — — sounds will be indication that flagman may return from east:

Firestone Park......on Santa Ana Branch.
West Anaheim.......on Stanton Branch.
Tustin Jct...........on Tustin Branch.

RULE 21 (C). Indicators may be displayed between Los Angeles Yard and Firestone Park.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

West MP		East MP
508.37	Anaheim	510.68
	" (Stanton Branch)	509.26
500.68	San Pedro (also includes Long Beach Br.)	
516.15	Santa Ana	517.68

For movements eastward on westward freight lead, or westward on eastward freight lead between Dayton Ave. Tower and River Station Tower in either direction, signal operator must secure permission from yardmaster at Bull Ring for such movements.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

Los Angeles—PERy at MP 487.5 (Must not exceed 6 MPH).

San Pedro Br.—PERy. at MP 491.3 (Must not exceed 6 MPH).

Long Beach Br.—MP 501.9 AT&SFRy crossing Texas Co. spur.

Stop clear of following crossings and send flagman ahead, who must ascertain that no movement approaching an intersecting line before giving signal to proceed:

Los Angeles—LATL Mateo St. at east end old coach yard.

Stop clear of following crossings, then proceed if no movement approaching on intersecting line:

Los Angeles—LATL Davies spur on Second St.
Los Angeles—LATL Bernard spur on Central Ave.
San Pedro Br.—PERy at MP 502.7.
Santa Ana Br.—West leg of wye at MP 517.1.
Santa Ana Br.—East leg of wye at MP 517.2.

RULE 99 (C). Will apply on Santa Ana and San Pedro branches.

RULE 103 (A). Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

South Gate (Atlantic Blvd.)—Independence Avenue, on Philadelphia Quartz Co. spur.

Anaheim—Los Angeles St.

Anaheim—Los Angeles St. Before train is permitted to move over crossing, trainman must insert switch key in lock in controller cabinet of manually controlled traffic signal, causing traffic signals to display red flashing indication to vehicular traffic. Switch key must not be removed while any part of train is moving over or standing on crossing.

When switching at Compton or when crossing is cut, cars must not be left standing within ringing circuit of crossing bells.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

Los Angeles yard—Over Wilson St., Mateo St., and Lyon St.

Lynwood—Over Alameda St., on Pacific Iron and Steel Co. spur.

Santa Ana—Over Fourth St.

RULE 104. The normal position of rigid switches at junction points is as follows:

Firestone Park...Santa Ana Br., for westward freight lead.
Wilmington (Anaheim Blvd.).....Long Beach Br., for San Pedro line.
West Anaheim ....Stanton Br., for Santa Ana line.
Tustin Jct.......Tustin Br., for Santa Ana line.

Derails in main track:

Tustin—10 feet east of east switch.
Dyer—MP 519.67.

RULE 605. INTERLOCKING

River Station Tower. To Glendale or Naud Jct., —.

To Mission Tower or yard lead, o o o o o.

To tracks one to five inclusive or to "B" shed, except track one, — o —.

To tracks six to eleven inclusive, or to track one "B" shed — o o o o.

To Mission Tower against current of traffic, o o o o —.

One long blast of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Clement Jct. Tower. To Butte St. Interchange yard, — o —.

Thenard Tower. Warning signs used instead of distant signals. Telephones at crossing AT&SFRy, UPRR and PERy, and at interlocking signal MP 502.6 on Long Beach Beach Branch. Call signal operator to release electric switch lock on Texas Oil spur, Long Beach Branch.

Consolidated Rock spur switch 50 feet west and Consolidated Lbr. spur switch 200 feet east of crossing protected with electric locks. For movement into these spurs receive signal indication from home signals to proceed over crossing and after passing home signal electric locks will be unlocked. To use locks open door, throw lever to the left, then throw switch and restore electric lock lever to normal and close and lock door.

For movement out of either spur call signal operator at Thenard Tower from telephone at crossing.

When using these spurs clear the main track as soon as possible to avoid delay to PERy and SP trains.

Anaheim Tower. Signal operator on duty 11:00 a.m. to 3:00 p.m. and 4:00 p.m. to 8:00 p.m. daily except Sunday. Interlocking cannot be operated by member of crew.

SPECIAL INSTRUCTIONS—FIRESTONE PARK SUBDIVISION

AUTOMATIC INTERLOCKING

Nadeau Interlocking. Crossing AT&SFRy, 0.9 mile east of Vernondale.

Southgate (Atlantic Blvd.) Interlocking. Crossing UPRR.

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box at crossing and comply with rules posted therein.

After release has been operated by flagman, signal should change to "proceed", or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. If red indicator light does not appear, movement over crossing must be protected in each direction on intersecting tracks. Instructions in box indicate the time interval required for release to function.

GENERAL REGULATIONS

RULE 827. On freight trains between Firestone Park, Dyer, Tustin and Stanton, member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Mk, Mt, GS, F, SP, MM, AC, P-8, 10, 12	San Pedro . . . . . . High line.
P-11	Southgate (Atlantic Blvd.) Shoemaker Wall Board Co. track.

Southgate (Tweedy Blvd.). Portable derails on General Motors tracks 8 and 9 must be removed during switching operations, and when work completed derails must be replaced on track and locked.

Crews must not operate on diverging spur off California Mill Supply Corp. spur serving Berg Metals Co. Sign at diverging switch must be complied with.

Load limit (car and contents):

Los Angeles-San Pedro	210,000 pounds
Wilmington (Anaheim Blvd.)-Long Beach	210,000 pounds
Firestone Park-Dyer	169,000 pounds
West Anaheim-Stanton	169,000 pounds
Tustin Jct.-Tustin	169,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

23. Movements on Alameda St., Los Angeles, subject to city traffic signals when in operation.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
504.5	San Pedro	Drawbridge	Side
514.0	East of Southgate	Santa Ana River bridge	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
Through all sidings, yard tracks and other tracks with engine running backward	10
Entering Alameda St. from Finkelstein Foundry Co., spur MP 490.3 San Pedro Branch (crossing must be cleared as quickly as practicable)	6
Between River Station and Mission Tower	10
On HBL track east of Fries Ave., (MP 503.50), Wilmington	10

SPECIAL INSTRUCTIONS—FIRESTONE PARK SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES RUNNING FORWARD 3	LIGHT ENGINES RUNNING BACKWARD 4
EASTWARD, DAYTON AVE. TOWER TO SAN PEDRO:				
★480.60 to 485.55 (along or across streets)	10	10	10	10
★485.55 to 487.25 (along or across streets)	12	12	12	12
487.25 to 487.39 (interlocking)	10	10	10	10
487.39 to 489.10	15	15	15	15
489.10 to 493.30	30	30	25	25
★493.30 to 493.78 (across Rosecrans Ave.)	20	20	20	20
★493.78 to 493.82 (across Compton Blvd.)	8	8	8	8
★493.82 to 494.30 (across Laurel & Olive Sts.)	20	20	20	20
494.30 to 502.01	30	30	25	25
502.01 to 503.50 (Fries Ave.)	15	15	15	15
503.50 to 507.06	10	10	10	10
EASTWARD, WILMINGTON (Anaheim Blvd.) TO LONG BEACH:				
501.31 to 502.32	15	15	15	15
502.32 to 502.40 (PERy crossing)	10	10	10	10
502.40 to 503.62	15	15	15	15
EASTWARD, FIRESTONE PARK TO DYER:				
489.10 to 491.92	30	30	25	25
491.92 to 492.00 (interlocking)	20	20	20	20
492.00 to 509.00	30	30	25	25
509.00 to 511.20	15	15	15	15
511.20 to 516.39	30	30	25	25
516.39 to 517.40	12	12	12	12
517.40 to 519.40	30	25	25	25
EASTWARD, WEST ANAHEIM TO STANTON:				
509.00 to 513.60	20	20	20	20
EASTWARD, TUSTIN JCT. TO TUSTIN:				
511.90 to 512.22	20	20	20	20
512.22 to 512.60 (crossing)	15	15	15	15
512.60 to 514.53	20	20	20	20
514.53 to 514.91 (crossing)	15	15	15	15
514.91 to 516.50	20	20	20	20
516.50 to 516.80	15	15	15	15
516.80 to 522.40	20	20	20	20

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES RUNNING FORWARD 3	LIGHT ENGINES RUNNING BACKWARD 4
WESTWARD, SAN PEDRO TO DAYTON AVE. TOWER:				
507.06 to 503.50	10	10	10	10
503.50 to 502.01	15	15	15	15
502.01 to 494.30	30	30	25	25
★494.30 to 493.82 (across Olive & Laurel Sts.)	20	20	20	20
★493.82 to 493.78 (across Compton Blvd.)	8	8	8	8
★493.78 to 493.30 (across Rosecrans Ave.)	20	20	20	20
493.30 to 489.10	30	30	25	25
489.10 to 487.39	15	15	15	15
487.39 to 487.25 (interlocking)	10	10	10	10
★487.25 to 485.55 (along or across streets)	12	12	12	12
★485.55 to 480.60 (along or across streets)	10	10	10	10
WESTWARD, LONG BEACH TO WILMINGTON (Anaheim Blvd.):				
503.62 to 502.40	15	15	15	15
502.40 to 502.32 (PERy crossing)	10	10	10	10
502.32 to 501.31	15	15	15	15
WESTWARD, DYER TO FIRESTONE PARK:				
519.40 to 517.40	30	25	25	25
517.40 to 516.39	12	12	12	12
516.39 to 511.20	30	30	25	25
511.20 to 509.00	15	15	15	15
509.00 to 492.00	30	30	25	25
492.00 to 491.92 (interlocking)	20	20	20	20
491.92 to 489.10	30	30	25	25
WESTWARD, STANTON TO WEST ANAHEIM:				
513.60 to 509.00	20	20	20	20
WESTWARD, TUSTIN TO TUSTIN JCT.:				
522.40 to 516.80	20	20	20	20
516.80 to 516.50	15	15	15	15
516.50 to 514.91	20	20	20	20
514.91 to 514.53 (crossing)	15	15	15	15
514.53 to 512.60	20	20	20	20
512.60 to 512.22 (crossing)	15	15	15	15
512.22 to 511.90	20	20	20	20

★Regulated by City ordinance. DERS-200 class engines must not exceed 20 MPH between MP 518.00 and MP 519.97 (end of track) on Santa Ana Branch.

DERS-1 class engines must not exceed 15 MPH between MP 518.00 and MP 519.97 on Santa Ana Branch; and between MP 522.10 and MP 522.59 (end of track) on Tustin Branch.

DERS-200 class engines must not exceed 25 MPH between MP 488.94 and MP 504.00, and between MP 507.50 and MP 509.00 and must not operate east of MP 518.00 on Santa Ana Branch, and must not operate east of MP 522.00 on Tustin Branch.

Trains with class of engine shown below are further restricted between points shown, as follows:

	SAN PEDRO BRANCH	LONG BEACH BRANCH	SANTA ANA BRANCH					STANTON BRANCH		TUSTIN BRANCH		
	MP 497.50 and MP 501.50	MP 503.20 and MP 503.60	MP 488.90 and MP 504.00	MP 504.00 and MP 507.50	MP 507.50 and MP 510.50	MP 510.50 and MP 518.00	MP 518.00 and MP 519.40	MP 508.80 and MP 509.00	MP 509.00 and MP 513.60	MP 515.50 and MP 516.00	MP 518.00 and MP 520.00	MP 522.10 and MP 522.40
A-3, 6	15	10	10	15	10	15	See Note	10	15	10	10	See Note
C-18, 19	..	..	..	..	..	..	10	..	..	..	..	15
C-5, 8, 9, 10, 26 to 29	..	..	..	..	..	..	10	..	..	..	..	10
DES-1 to 8	..	..	..	..	..	..	See Note	..	..	..	..	See Note
DES-100, 102 to 108	25	..	20	20	20	20	See Note	..	..	..	..	See Note
DES-101, 109, 110	20	..	20	20	20	20	See Note	..	..	..	..	See Note
DERS-2, 4 to 9, 11	..	..	..	..	25	..	See Note	..	..	..	..	See Note
M-4	..	..	..	..	..	..	See Note	..	..	..	..	10
M-6, 8, 9, 11	..	..	25	..	25	..	See Note	..	..	..	..	See Note
P-1, 3, 4	20		15	20	15	20	See Note	15		15	15	See Note
P-5	..	..	..	..	..	..	10	..	..	..	..	10
P-6, 7, 8, 00	25	..	..	..	..	..	See Note	..	..	..	..	See Note
P-11	25	..	15	20	15	20	See Note	..	..	..	..	See Note
P-12	..	..	..	..	..	..	See Note	..	..	..	..	See Note
T-1	..	..	..	..	..	..	See Note	..	..	..	..	..
T-8	..	..	..	..	..	..	See Note	..	..	..	..	See Note
T-23, 28, 31	25	..	20	25	20	25	See Note	..	..	..	..	See Note
T-26	..	..	20	25	20	25	See Note	..	..	..	..	See Note
T-32, 37	..	..	20	25	20	25	See Note	..	..	..	..	See Note
T-40	..	..	..	..	..	..	See Note	..	..	..	..	See Note
TW-1, 8	..	..	..	..	..	..	See Note	..	..	..	..	15

Note: Not permitted to operate.

SPECIAL INSTRUCTIONS—FIRESTONE PARK SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	47th St. to L. A. Yard Via Butte St. and East Bank	San Pedro to 47th St.	L. A. Yard to San Pedro Via East Bank and 47th St.
DERS-2, 4 to 9, 11	5203 to 5249, 5501 and 5502	7050	10000	10000
DES-1 to 8	1000 to 1032	1800	2500	2650
DES-100 to 109	1300 to 1441	2750	3750	4000
M-4	1617 to 1713	2500	3400	3900
M-6, 8	1721 to 1803, 1824 and 1825	2900	4000	4550
M-9	1804 to 1822, 1826 to 1830 and 1836	3000	4200	4800
M-11	1832 to 1835	3350	4750	5000
T-1	2248 and 2252	2200	3150	3300
T-8	2178	1550	2250	2400
T-23	2301 to 2310	3000	4200	4800
T-26	2296 and 2299	2600	3700	4200
T-28, 31	2312 to 2362	3300	4650	5250
T-32	2363 to 2370, 2372 to 2384	3600	5100	5350
T-40	2371	3600	....	....
T-37	2105 and 2106	3200	4550	4800
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	2700	3800	4300
P-1	2403, 2405 to 2407 and 2415	2850	4050	4500
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	2950	4150	4700
P-6	2453, 2454 and 2458	3550	....	5350
P-7	2476 and 2477	3800	....	5700
P-8, 10	2461 to 2474, 2478 to 2483	3900	....	....
P-8, 10	2475, 2484 to 2491	4150	....	....
P-11	3104 and 3109	2900	4000	4650
P-12	3120 to 3129	4150	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	3900	5500	5800
C-18	3400 to 3409	3600	5050	5300
C-19	3410 to 3426	3700	5250	5550
TW-1	2900 to 2913	2950	4200	4400
TW-2, 3	2937 to 2952	2350	3350	3550
TW-8	2914 to 2923	3250	4650	4900
A-3	3025 and 3057	2350	3400	4150
A-6	3000 and 3002	2750	3950	6500
Mk-2, 4	3201 to 3240	4350	....	....
Mk-5, 6	3241 to 3277	4950	....	....
Mk-7, 8, 9	3300 to 3324	5400	....	....
Mk-10	3295	4200	....	....
Mk-11	3297 and 3298	4000	....	....
F-1	3611 to 3652	5600	....	....
F-3, 4, 5	3653 to 3769	6650	....	....
MM-3	3930 and 3931	7500	....	....
AC-4, 5	4100 to 4125	10200	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	10800	....	....
Mt-1, 3, 4, 5	4300 to 4376	5250	....	....
Mt-2	4385 to 4390	5700	....	....
GS-1, 2	4401 to 4415	5600	....	....
GS-3, 4, 5, 6	4416 to 4469	5900	....	....
SP-1, 2, 3	5000 to 5048	7650	....	....

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—FIRESTONE PARK SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Tustin and Tustin Jct.	Stanton to West Anaheim	Wilmington (Anaheim Blvd.) and Long Beach	Firestone Park and Dyer	West Anaheim to Stanton
DERS-2, 4 to 9, 11	5203 to 5249, 5501 and 5502	4300	9950	10000	7100	10000
DES-1 to 8	1000 to 1032	1500	2250	2250	2600	5350
DES-100 to 109	1300 to 1441	1750	3300	3400	3700	8000
M-4	1617 to 1713	1400	2400	2300	3600	5300
M-6, 8	1721 to 1803, 1824 and 1825	1680	2900	2760	4350	6200
M-9	1804 to 1822, 1826 to 1830 and 1836	1790	3100	2900	4600	6550
M-11	1832 to 1835	1870	3200	3050	4800	6800
T-1	2248 and 2252	1200	2100	2000	3100	4500
T-8	2178	840	1500	1400	2200	3250
T-23	2301 to 2310	1760	3070	2880	4500	6500
T-26	2296 and 2299	1500	2680	2500	4000	5700
T-28, 31	2312 to 2362	1950	3390	3200	5000	7150
T-32	2363 to 2370, 2372 to 2384	1990	3450	3250	5100	7250
T-40	2371	....	....	....	....	....
T-37	2105 and 2106	1770	3080	2900	4500	6500
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	1540	2740	2580	4050	5900
P-1	2403, 2405 to 2407 and 2415	1620	2880	2700	4200	6150
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	1690	3010	2840	4450	6450
P-6	2453, 2454 and 2458	....	....	....	....	....
P-7	2476 and 2477	....	....	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	....	....	....	....	....
P-8, 10	2475, 2484 to 2491	....	....	....	....	....
P-11	3104 and 3109	1680	2960	2790	4350	6300
P-12	3120 to 3129	....	....	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	2140	3710	3500	5500	7800
C-18	3400 to 3409	2000	3400	3250	5100	7200
C-19	3410 to 3426	2080	3580	3380	5300	7500
TW-1	2900 to 2913	1650	2850	2690	4200	6000
TW-2, 3	2937 to 2952	1310	2280	2150	3400	4800
TW-8	2914 to 2923	1820	3140	2970	3650	6600
A-3	3025 and 3057	....	2260	2120	....	4900
A-6	3000 and 3002	....	2640	2490	....	5700
Mk-2, 4	3201 to 3240	....	....	....	....	....
Mk-5, 6	3241 to 3277	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324	....	....	....	....	....
Mk-10	3295	....	....	....	....	....
Mk-11	3297 and 3298	....	....	....	....	....
F-1	3611 to 3652	....	....	....	....	....
F-3, 4, 5	3653 to 3769	....	....	....	....	....
MM-3	3930 and 3931	....	....	....	....	....
AC-4, 5	4100 to 4125	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	....	....	....	....	....
Mt-2	4385 to 4390	....	....	....	....	....
GS-1, 2	4401 to 4415	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	....	....	....	....	....
SP-1, 2, 3	5000 to 5048	....	....	....	....	....

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms, except between Tustin and Tustin Jct. add 3 Ms for each such car of 55 Ms or less.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—CALEXICO SUBDIVISION

RULE 14(e). As specified below, — — — — — — sounds will be indication that flagman may return from east:

Calipatria	on Sandia and Westmorland Branches.
Niland	on Calexico Line.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

West MP		East MP
666.09	Niland	668.69
	" (Calexico line)	668.27
674.52	Calipatria	676.77
	" (Sandia Br.)	676.51
684.11	Brawley	688.24
694.44	Imperial	696.62
697.83	El Centro	700.89
703.20	" (Sandia Br.)	
703.05	Heber	704.84
706.40	Calexico	708.88

RULE 103 (A). Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Brawley—When shoving cars eastward over K St. on Even drill or Standard Oil spur. When engine ahead, stop, sound whistle signal 14(l) and if crossing clear, proceed.

El Centro—Before pushing or backing cars on house track or drill tracks over Main Street crossing, flagman must be placed on crossing until leading car has passed.

El Centro and Brawley—No. 39 when making station stop, will stop with rear car just west of Main St. crossing.

Public Utilities Commission orders require that trains and engines must stop, and member of crew protect traffic on the following street or highway crossings before movement is made:

El Centro—Over Commercial Ave. and Second Ave. on M.O. Best drill.

RULE 104. The normal position of rigid switches at junction points is as follows:

Niland	Calexico subdivision, for Salton line.
Calipatria	Westmorland Br., for Calexico line.
Calipatria	Sandia Br., for Calexico line.
Holtville	Holtville Interurban main track for Sandia Br.
El Centro	Interchange track, for SD&AE main track.
El Centro	Sandia Br., for east leg of old wye.

Derails in main track:

Calipatria—174 feet east of junction switch, MP 676.05 on Sandia Branch.

Calipatria—171 feet east of junction switch, MP 676.05 on Westmorland Branch.

RULE 505. AUTOMATIC BLOCK SYSTEM

When Signal 7085 at Calexico is found in "Stop" position, train, after stopping, may proceed with caution, not exceeding 12 MPH to next home signal.

GENERAL REGULATIONS

RULE 827. On freight trains between Calipatria and El Centro via Holtville; and Calipatria and Westmorland, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

MISCELLANEOUS

1. Eastward freight trains take water at Calexico from column opposite roundhouse, unless otherwise instructed.

Trains stopped at Calexico will avoid blocking connection between wye and east end roundhouse lead.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
DEP, DEF, Mk, Mt, GS, F, SP, MM, AC, P-8, 10, 12	Calipatria—All industry tracks.
"	Rockwood—All except main track.
"	Brawley—All industry tracks, ice tracks and drill tracks.
"	Imperial—All industry tracks.
"	El Centro—All industry tracks, ice track, drill track and old wye.
"	Heber—All industry tracks.
"	Calexico—All industry tracks, ice track and drill track.

El Centro: Passenger trains must not operate over "A" drill track.

Load limit (car and contents):

Niland-Calexico	251,000 pounds
Calipatria-Westmorland	210,000 pounds
Calipatria-El Centro (via Sandia)	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
Through all sidings, yard tracks and other tracks with engine running backward	10

SPECIAL INSTRUCTIONS—CALEXICO SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
Column:	1	2	3	4
EASTWARD, NILAND TO CALEXICO: MP MP				
Niland, thru crossover west of station	15	15	15	15
667.40 to 667.83 (wye switch)	20	20	20	20
667.83 to 679.63	50	35	35	25
679.63 to 679.85 (curve & bridge)	30	30	30	25
679.85 to 685.70	50	35	35	25
★685.70 to 686.80 (Brawley)	25	25	25	25
686.80 to 699.45	50	35	35	25
699.45 to 699.47 (Main St., El Centro)	20	20	20	20
699.47 to 708.88 (Calexico)	50	35	35	25
Over International boundary	6	6	6	6
EASTWARD ON WESTMORLAND BRANCH	25	25	25	25
EASTWARD ON SANDIA BRANCH	25	25	25	25

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD	LIGHT ENGINES RUNNING BACKWARD
Column:	1	2	3	4
WESTWARD, CALEXICO TO NILAND: MP MP				
Over International boundary	6	6	6	6
708.88 to 699.47	50	35	35	25
699.47 to 699.45 (Main St., El Centro)	20	20	20	20
699.45 to 686.80	50	35	35	25
★686.80 to 685.70 (Brawley)	25	25	25	25
685.70 to 679.85	50	35	35	25
679.85 to 679.63 (bridge & curve)	30	30	30	25
679.63 to 667.83	50	35	35	25
667.83 to 667.40 (Niland)	20	20	20	20
Niland, thru crossover west of station	15	15	15	15
WESTWARD ON WESTMORLAND BRANCH	25	25	25	25
WESTWARD ON SANDIA BRANCH	25	25	25	25

***Regulated by City ordinance.**

DERS-2 class engines must not exceed 25 MPH between MP 0.00 and MP 1.00 (HIRy mile posts) on Sandia Branch.

Trains with class of engine shown below are further restricted between points shown, as follows:

	SANDIA BRANCH	
	MP 675.70 and MP 697.50	
A-3, 6	15	
DES-101	20	
P-1, 3, 4	20	

SPECIAL INSTRUCTIONS—CALEXICO SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Niland and Calexico	Westmorland and Calipatria Calipatria and El Centro Via Holtville
DEP-3	6017	7500	....
DEP-4, 7	6000 to 6004 and 6018	7500	....
DEP-5, 6	6005 to 6016	....	....
DEP-8	6019 to 6022	....	....
DEF-1	6122 to 6137	17200	....
DEF-1, 2	6138 to 6179	20000	....
DEF-3, 4, 5, 6	6180 to 6339	20000	....
DERS-2, 4 to 9, 11	5203 to 5249, 5501 and 5502	7500	....
DES-1 to 8	1000 to 1032	2350	2600
DES-100 to 109	1300 to 1441	3550	3450
M-4	1617 to 1713	2900	3000
M-6, 8	1721 to 1803, 1824 and 1825	3600	3580
M-9	1804 to 1822, 1826 to 1830 and 1836	3800	3790
M-11	1832 to 1835	3950	3950
T-1	2248 and 2252	2600	2600
T-8	2178	1850	1800
T-23	2301 to 2310	3800	3750
T-26	2296 and 2299	3250	3270
T-28, 31	2312 to 2362	4150	4100
T-32	2363 to 2370, 2372 to 2384	4200	4220
T-40	2371	4200	....
T-37	2105 and 2106	3750	3770
T-58	SD&AE-26	3400	3400
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	3350	3370
P-1	2403, 2405 to 2407 and 2415	3500	3540
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	3800	3700
P-6	2453, 2454 and 2458	4150	....
P-7	2476 and 2477	4400	....
P-8, 10	2461 to 2474, 2478 to 2483	4650	....
P-8, 10	2475, 2484 to 2491	4850	....
P-11	3104 and 3109	3600	3630
P-12	3120 to 3129	4850	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	4600	4500
C-18	3400 to 3409	4200	4190
C-19	3410 to 3426	4350	4370
TW-1	2900 to 2913	3450	3480
TW-2, 3	2937 to 2952	2800	2790
TW-8	2914 to 2923	3850	3850
A-3	3025 and 3057	2800	2790
A-6	3000 and 3002	3250	3250
Mk-2, 4	3201 to 3240	5250	....
Mk-5, 6	3241 to 3277	5750	....
Mk-7, 8, 9	3300 to 3324	6350	....
Mk-10	3295	4900	....
Mk-11	3297 and 3298	4700	....
F-1	3611 to 3652	6700	....
F-3, 4, 5	3653 to 3769	8650	....
MM-3	3930 and 3931	8800	....
AC-4, 5	4100 to 4125	12000	....
AC-6 to 12	3800 to 3811, 4126 to 4294	14000	....
Mt-1, 3, 4, 5	4300 to 4376	6500	....
Mt-2	4385 to 4390	6650	....
GS-1, 2	4401 to 4415	6900	....
GS-3, 4, 5, 6	4416 to 4469	7100	....
SP-1, 2, 3	5000 to 5048	9000	....

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms and 3 Ms for each such car of 45 to 55 Ms.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—CALEXICO SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

ENGINE NUMBERS	[illegible]	[illegible]
9000	7500	
[illegible] to 9004 and 9024	7500	
[illegible] to 9016		
[illegible] to 9032		
6138 to 6157	17300	
[illegible] to 6179	20000	
6180 to 6200	20000	
[illegible] to 5240, 5004 and 5232	7500	
4100 to 4012	2350	3800
1800 to 1441	3550	3480
1917 to 1718	2900	3600
1721 to 1803, 1824 and 1825	3800	3580
1804 to 1823, 1826 to 1840 and 1846	3800	3700
1882 to 1886	7960	8060
2248 and 2257	2700	2970
2174	1480	1800
2301 to 2310	2900	3700
2258 and 2259	3250	3270
2313 to 2362	4170	4100
2363 to 2370, 2372 to 2384	4250	4320
2371	4200	
2105 and 2106	3750	2770
[illegible] 2-16-26	2400	2400
2403, 2408, 2411, 2412, 2417, 2426 to 2433, 2439 to 2452 and 2459	3550	3870
2402, 2403 to 2407 and 2416	3530	3590
2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2438	3400	3700
2435, 2434 and 2458	4170	
2476 and 2477	4100	
2460 to 2474, 2478 to 2483	4540	
2475, 2484 to 2491	4850	
2704 and 2700	5700	5850
3131 to 3139	1850	
2503 to 2580, 2625 to 2650, 3440 to 3460	4600	4600
[illegible] to 2900	4500	4190
3410 to 3436	4300	4370
[illegible] to 2917	3400	3480
[illegible] to 2959	2600	2700
[illegible] to 2923	3500	3300
3257 and 3267	2500	2780
[illegible] and 3263	3250	3250
3200 to 3240	5250	
3241 to 3257	5750	
3260 to 3274	6850	
3285	5900	
3287 and 3288	4700	
3611 to 3622	8700	
3632 to 3769	3650	
3670 and 3671	6800	
4100 to 4124	12000	
3900 to 3911, 4126 to 4164	14000	
4300 to 4376	6000	
4375 to 4390	6650	
4401 to 4415	6990	
4416 to 4469	7100	
3800 to 3848	9000	

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms and 2 Ms for each

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO
IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE

DIVISION MILEAGE

Main Lines

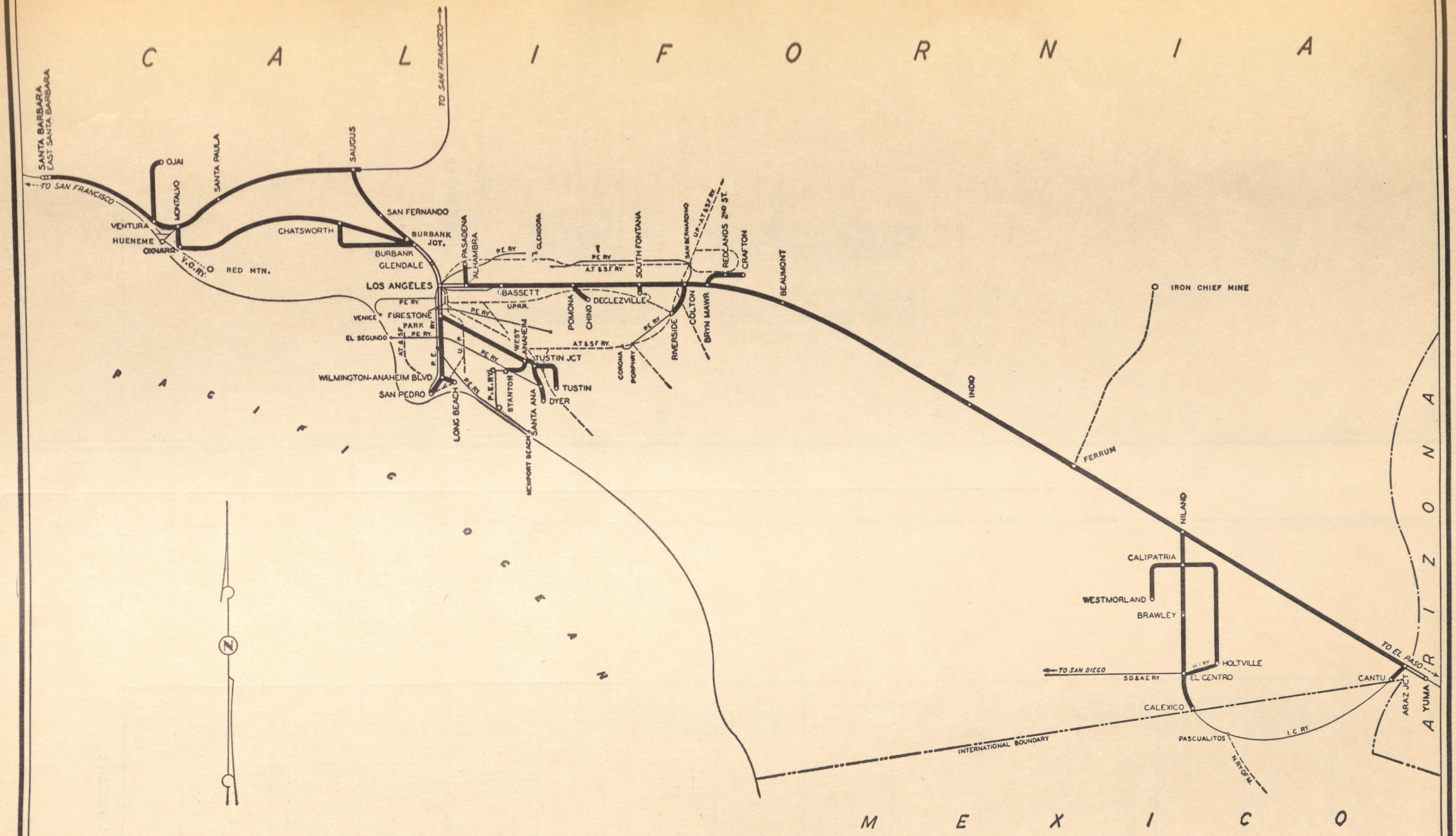
		First Track	Second Track	Miles
gus to Los Angeles (LAUPT)	SPRR..	31.64	9.99	
	UPRR..	.77	.77	
	LAUPT..	.76	.76	
Angeles to Yuma	SPRR..	249.71	11.72	
a Barbara to Burbank Jct.	SPRR..	93.45	2.77	
nd to Calexico (Internat. Bdry.)	SPRR..	.12		
	S. P. Co..	41.23		
u (Internat. Bdry.) to Araz Jct.	S. P. Co..	2.71		
Total		420.39	26.01	
Total Main Lines				446.40

Branches

			First Track	Miles
ank	Burbank to Chatsworth	SPRR..	21.07	
o	Pomona to Chino	SPRR..	5.05	
Beach	Wilmington to Long Beach	SPRR..	2.31	
	Ventura Jct. to Ojai	SPRR..	15.13	
dena	Alhambra to Pasadena	SPRR..	4.67	
ands	Bryn Mawr to Crafton	SPRR..	7.14	
rside	Colton to Riverside	SPRR..	8.36	
ia	Calipatria to Holtville	SPCo..	27.46	
	Holtville to El Centro	HIRy..	9.73	
Pedro	Firestone Park to San Pedro (Point Firmin)	SPRR..	17.96	
		LA City..	.16	
		PERy..	.03	
a Ana	Firestone Park to Dyer	SPRR..	31.03	
a Paula	Montalvo to Saugus	SPRR..	45.42	
ton	West Anaheim to Stanton	SPRR..	5.13	
in	Tustin Jct. to Tustin	SPRR..	10.65	
morland	Calipatria to Westmorland	SPCo..	12.79	
Total Branches				224.09
Total Los Angeles Division				670.49

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.7
55″	65.5
56″	64.3
57″	63.2
58″	62.1
59″	61
1′00″	60
1′01″	59
1′02″	58.1
1′03″	57.1
1′04″	56.2
1′05″	55.4
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.2
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.4
1′17″	46.8
1′18″	46.2
1′19″	45.6
1′20″	45
1′25″	42.4
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.7
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6 00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6


CALIFORNIA
TO SAN FRANCISCO
SANTA BARBARA
EAST SANTA BARBARA
TO SAN FRANCISCO
OJAI
MONTALVO
SANTA PAULA
SAUGUS
VENTURA
HUENEME
OXNARD
V.C.RY.
RED MTN.
CHATSWORTH
SAN FERNANDO
BURBANK JCT.
BURBANK
GLENDALE
PASADENA
ALHAMBRA
P.E. RY.
GLENDORA
P.E. RY.
A.T. & S.F. RY.
SOUTH FONTANA
SAN BERNARDINO
U.P.-A.T.& S.F. RY.
REDLANDS 2ND ST.
CRAFTON
BEAUMONT
LOS ANGELES
BASSETT
UPRR.
POMONA
CHINO
DECLEZVILLE
P.E. RY.
VENICE
FIRESTONE
PARK
RY.
EL SEGUNDO
P.E. RY.
AT & SF
P.E. RY.
P.E.
U.P.
WEST ANAHEIM
A.T. & S.F. RY.
P.E. RY.
CORONA
PORPHYRY
RIVERSIDE
COLTON
BRYN MAWR
TUSTIN JCT
WILMINGTON-ANAHEIM BLVD.
SAN PEDRO
LONG BEACH
P.E. RY.
P.E. RY.
STANTON
SANTA ANA
TUSTIN
DYER
NEWPORT BEACH
IRON CHIEF MINE
INDIO
FERRUM
NILAND
CALIPATRIA
WESTMORLAND
BRAWLEY
HOLTVILLE
H.I. RY.
TO SAN DIEGO
S.D.& A.E. RY.
EL CENTRO
CALEXICO
TO EL PASO
CANTU
ARAZ JCT
YUMA
I.C. RY.
PASCUALITOS
N.RY.OF M.
INTERNATIONAL BOUNDARY
PACIFIC OCEAN
ARIZONA
MEXICO
N

LOS ANGELES DIVISION